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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XII.

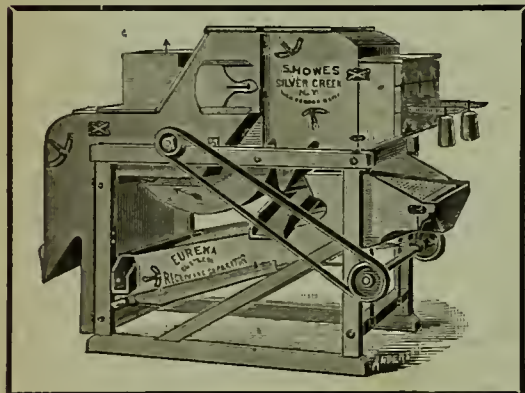
CHICAGO, ILLINOIS, FEBRUARY 15, 1894.

No. 8.

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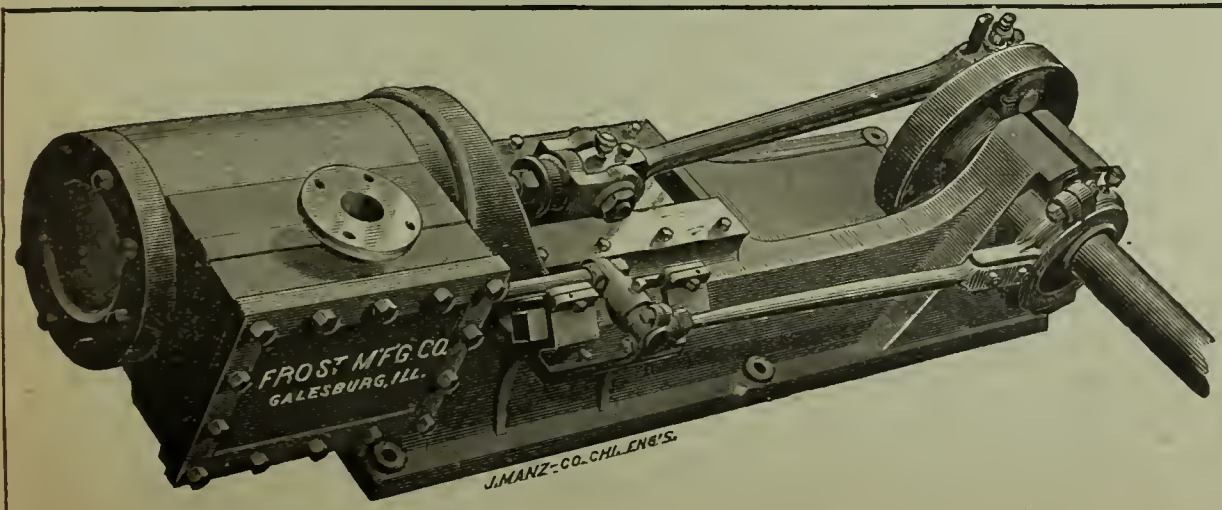
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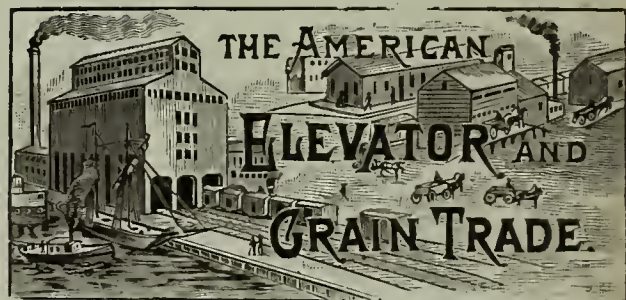
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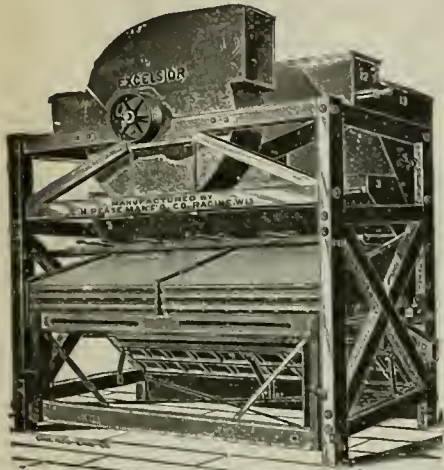
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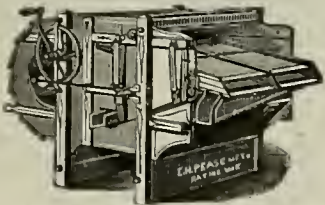
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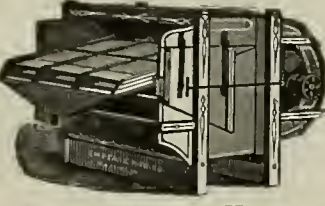
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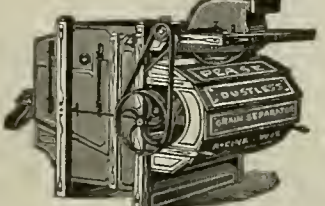
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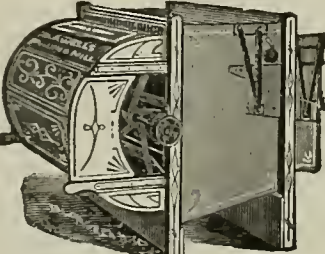
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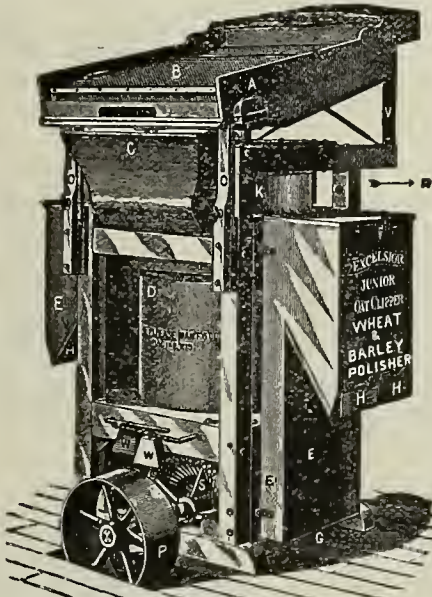


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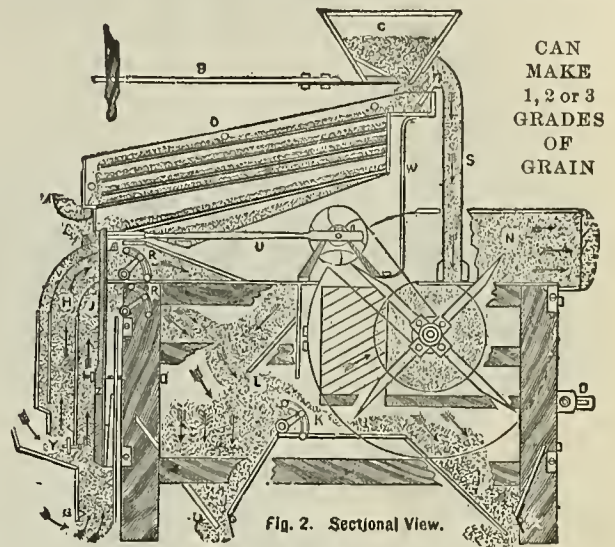
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Fig. 2. Sectional View.

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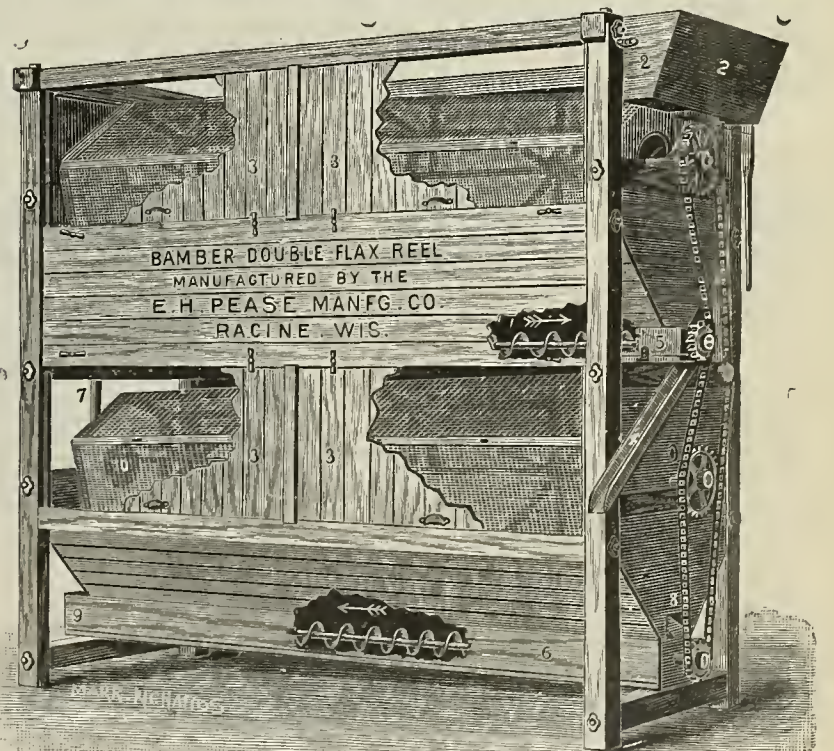
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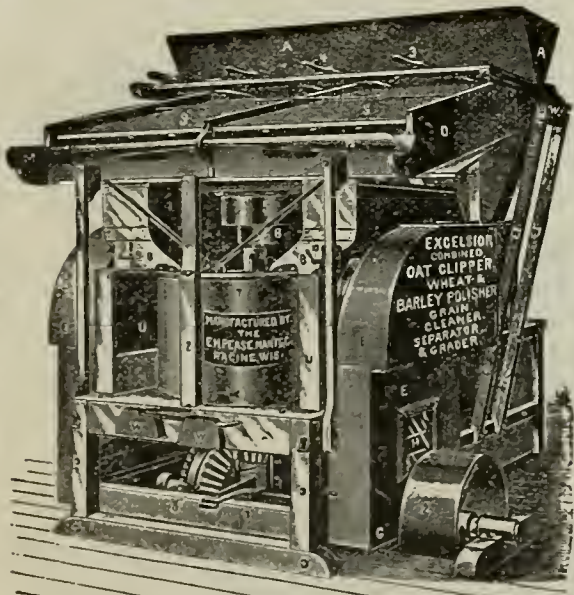
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They will handle all kinds of grain.

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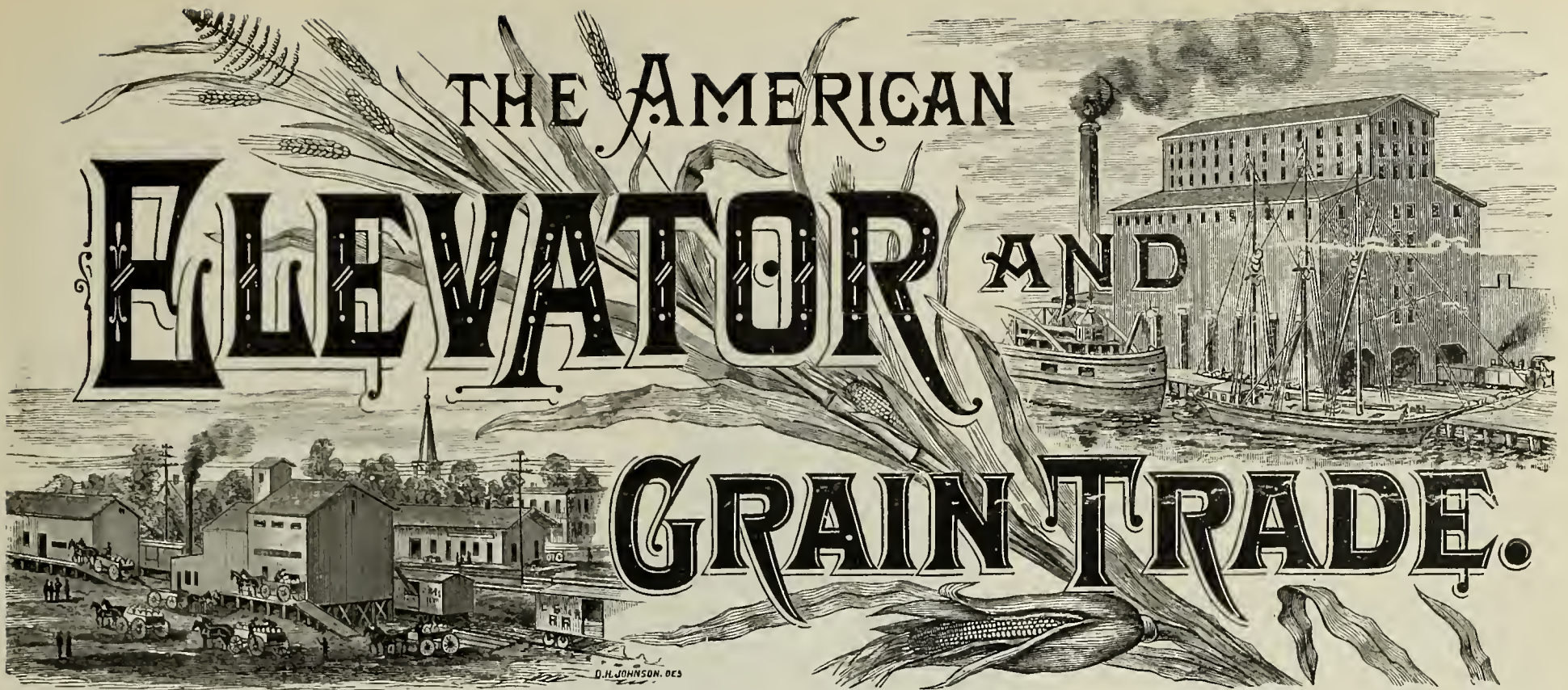
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MARSHALL'S OAT ELEVATOR AT CHICAGO.

Chicago has a greater number of grain elevators than any other city, and yet new ones are constructed every year. In the great number of houses at this point it is natural that we should find many houses erected or remodeled for a special work. The public elevators and the cleaning houses are numerous. Some private houses handle oats only, others barley and several handle flax-seed only.

The new elevator illustrated herewith was built for handling oats exclusively. It is located on the site of Frank Marshall's old elevator on the west side of the Wabash Railway tracks near Forty-sixth street. It is 42x56 feet and 96 feet high, built upon a stone foundation. The house is cribbed all through, 2x8 plank was used outside and 2x6 in bins. It is covered with corrugated iron, and roofed with tin. The house contains 18 bins. Ten large bins have a capacity of 6,000 bushels each and 8 small bins have a capacity of 1,500 bushels each, giving a total storage capacity of nearly 75,000 bushels. On the east side of the house Mr. Marshall has 1,600 feet of side track and on the west side owns an acre of vacant ground where he can easily lay many more tracks. All weighing is done on two track scales, one on receiving and one on shipping track. They have 100,000 pounds' capacity each. The scale beams are inside the house. The receiving track is next to the house and the loaded cars are pulled into place by a safety car puller supplied by the Webster Manufacturing Co., and the grain is shoveled out of the car into the receiving sink by Clark Steam Power Shovels.

The receiving leg and the shipping leg can elevate 6,000 bushels an hour each. The house containing three other elevators. The two which elevate from the oat clippers have each an elevating capacity of 3,000 bushels an hour. An elevator which carries away the oat hulls has a capacity of 1,500 bushels an hour.

On the ground floor are two Eureka Oat Clippers each having a capacity of 1,000 bushels an hour. The house contains no screw conveyor, belt conveyor or scale. The first story is 16 feet high and admits of ample pitch being given to all the spouts which are used in spouting oats from the bins to the boot of the

shipping elevator. Oats can be loaded and unloaded at the same time. The shipping track is outside the receiving track, and parallel to it. The shipping spout is 75 feet long and has a flexible iron spout on its end so that a car can be loaded with oats without any shoveling being done. At the head of the receiver is a revolver spout for sending oats to any one of the 18 bins.

Power is transmitted from jack shaft to counter-

dust collector and drops it into the furnace and thereby saves the expense of having it hauled away and reduces the coal bill.

Mr. Marshall has lost two elevators on the same site by fire, so this one is well provided with appliances for extinguishing fires in their incipency. In addition to barrels filled with salt water and buckets on all floors, a one inch standpipe extends up to the cupola and has hose attached on each floor. The standpipe is supplied with water by a pump in the engine room which has a capacity of 250 gallons a minute. Chemical fire extinguishers are also placed at different points on each floor. A watchman's electric clock keeps the watchman on duty all night.

The engine and boiler house which is detached is constructed of brick. The engine is a Hamilton-Corliss of 250-horse power. The boilers are 18 feet long by 64 inches in diameter. Water is supplied from a large tank which in turn is supplied from the city mains.

The house with its force of 11 men can handle 40 cars a day, 20 in and 20 out. Emile Cazalet is the superintendent in charge.

Frank Marshall, though still a young man, has been in the grain business at Chicago for eight years. Before locating in Chicago he was connected with the grain trade in New Jersey. He handles oats exclusively and ships entirely to Eastern jobbers and dealers. He has no country houses so buys only on the Chicago market. About one-half of the business is handled through the elevator, the balance is shipped direct. The business is growing rapidly, and last year amounted to about \$1,000,000.

The elevator was designed and constructed by The Seckner Contracting Co., the well-known elevator architects and builders of Chicago. Although erected in a short time it is well put up and has done all the work called for in the contract, so Mr. Marshall is well pleased with his new house.

An immense specimen of a Russian thistle was recently received by the Atlantic Elevator Company at Minneapolis, Minn., from the company's agent at Fullerton, N. D. The weed, which sprung from a single seed, measured 6 feet across the top, 15 feet in circumference, and 3 feet in height. The weed seems to be rapidly gaining a foothold in the Northwest, and is a serious menace to grain growers.



FRANK MARSHALL'S ELEVATOR AT CHICAGO.

shaft on lower floor by a rope drive, and from this shaft to the clippers by belts. Another rope drive transmits power up the stair shaft to a countershaft in the cupola, and a rope drive transmits power from this shaft to the elevator heads. The base of the cupola is in the form of an L. Each elevator head has a clutch by which it can be thrown in or out of gear.

In the cupola over the boiler room are two Cyclone Dust Collectors which receive the dirt and dust from the clippers through the long dust tubes shown in the illustration. A fan draws the dirt and chaff from the

EDWARD L. ROGERS.

At the recent annual election of the Commercial Exchange at Philadelphia, Pa., the majority of the members gave as their preference for president Edward L. Rogers of the grain commission firm of E. L. Rogers & Co. The firm, whose principal member was thus honored by the Exchange, was established in 1863. Since its inception its business has grown to large proportions. The firm is widely known throughout the West and South, where it has built up a very extensive business and conducts its transactions in such a manner as to enjoy the confidence of all.

Mr. Rogers, whose likeness is given herewith, has been connected with the Exchange for thirty years. He has become well qualified through long experience to accept the highest position it was in the power of the Exchange to offer. He has been in daily association with the members and has contributed his share of the energy and activity which has made the Exchange so great a success.

During the thirty years he has spent upon the floor of the Exchange Mr. Rogers has filled the office of vice-president, and has served as director and chairman of many important committees. In whatever position he has been called upon to exercise his abilities the work has always been accomplished in a manner creditable to himself and to the Exchange.

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

According to the report of the Bureau of Statistics, the total value of breadstuffs imported during December was \$245,975, against imports valued at \$347,384 in December preceding; and during the twelve months ending with December breadstuffs valued at \$2,344,719 were imported, compared with an amount valued at \$3,045,916 imported during the corresponding months of the year preceding. Barley aggregating 115,540 bushels was imported in December, against 413,841 bushels in December, 1892; and during the twelve months ending with December 1,264,922 bushels were imported, compared with 2,085,298 bushels imported during the corresponding months of 1892. Corn amounting to 2,201 bushels was imported during the twelve months ending with December, against 1,150 bushels during the corresponding months of 1892. Oats aggregating 17,692 bushels were imported during the twelve months ending with December, against 16,887 bushels imported during the corresponding months of 1892.

There were 483,410 pounds of oatmeal imported during the twelve months ending with December, against 501,132 pounds imported during the corresponding months of 1892. Rye aggregating 8,505 bushels was imported during the twelve months ending with December, against 153 bushels imported during the corresponding months of 1892.

Wheat amounting to 20,875 bushels was imported in December, against 53,913 bushels in December preceding; and during the twelve months ending with December 1,104,788 bushels were imported, against 1,595,845 bushels imported during the corresponding months of the year preceding. There were 387 barrels of wheat flour imported during the twelve months ending with December, against 578 barrels imported during the corresponding months of the year preceding.

Of imported breadstuffs an amount valued at \$15,735 was exported in December, against an amount valued at \$13,786 exported in December preceding; and during the twelve months ending with December breadstuffs valued at \$185,456 were exported, compared with an amount valued at \$1,374,737 exported during the corresponding months of the year preceding. Barley aggregating 40,093 bushels was exported during the twelve months ending with December, against 86,505 bushels exported during the corresponding months preceding. No oats were exported during the twelve months ending with December, compared with 3,073 bushels exported during the corresponding months preceding.

Oatmeal aggregating 35,900 pounds was exported during the twelve months ending with December, compared with 36,000 pounds exported during the

corresponding months of 1892. No rye was exported during the twelve months ending with December, compared with 4,175 bushels exported during the corresponding months of 1892. Wheat aggregating 16,715 bushels was exported during December, against 17,506 bushels exported during December, 1892; and during the twelve months ending with December 213,892 bushels were exported, compared with 1,791,481

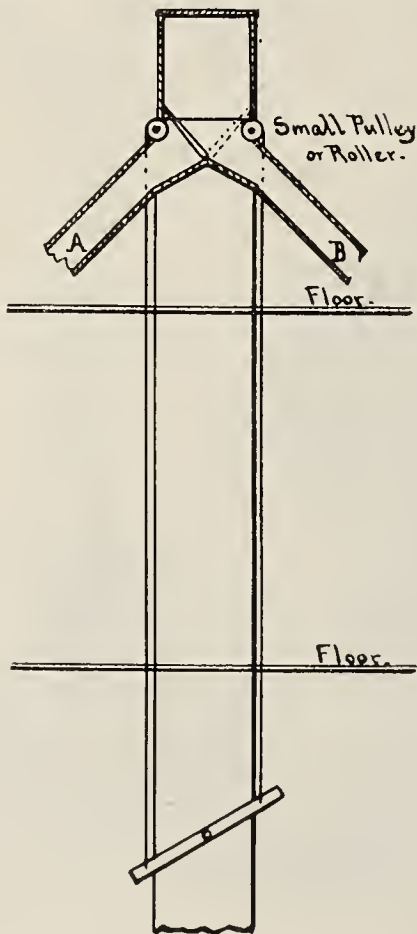


EDWARD L. ROGERS.

bushels exported during the corresponding months of 1892.

SIMPLE VALVE FOR ELEVATOR DISCHARGE SPOUT.

The illustration given herewith shows a simple valve for the discharge spout of an elevator that can be constructed by any elevator man. It is easily oper-



SIMPLE VALVE FOR ELEVATOR DISCHARGE SPOUT.

ated and will save many steps for elevator operators. Grain can be sent in only two ways by such a valve, but as the valve is easily constructed the operator can readily construct one in spout A and in spout B and thereby send grain to four different bins from the one elevator head.

The wire, the ends of which are attached to the lever on the lower floor, runs up over small pulleys and shifts the top edge of the tin covered board from one side to the other of the discharge spout. There is no chance to make a mistake with this valve and its working is positive.

IGNORING THE MIDDLEMAN.

To the disadvantage and annoyance of local shippers there are one or more firms or companies in most of receiving markets who use as a trump card, "Ship your hay and grain direct and save the middleman's profit." Now this sounds very well, especially to the party or parties playing this trump card and the grasping farmer who thinks, and generally to his sorrow, that the middleman, or local shipper, can be dispensed with.

Let us look for a moment at the situation as it is. These firms do not solicit, do not expect, and do not get, any business from the regular trade, or shippers, except possibly an occasional sucker who does not read, think and reason. You may ask, why? Simply because their methods are not recognized business methods in the trade. In receiving shipments from the regular trade or shippers who have a standing, it is customary to pay drafts against bills of lading for reasonable amounts, some firms advancing two-thirds or three-fourths of its value. This is not done on consignments from farmers, and it is not expected that it should be, but it can readily be seen that should any firm succeed in getting a sufficiently large number of consignments direct from farmers, they can do a safe business, to them, without any capital and make remittances when it pleases them. It is safe to say, however, that the percentage of this class of shipments is exceedingly small, but at the same time of sufficient magnitude to make it highly interesting to one or more firms in Chicago and one or two other places we know of. The worst feature probably of this is the false prices that are quoted, solely with a view of enticing suckers to consign them stuff. As a proof of this we have noticed the quotations of one such firm supplied to and published in good faith by a number of prominent agricultural papers where the prices given have been from 75 cents to \$1.25 per ton more week after week than the actual market, or that quoted in our columns or by the recognized official price current. With these prices before the average farmer, is it much wonder he thinks the shipper is making too much money? The best cure or method to dispel this class of farmers is to have them to consign a car or two themselves, or their whole crop. Ten chances to one they will not try it a second season.—Hay There.

MULCTED BY THE RAILWAYS.

Some of our receivers of grain are again protesting against the discriminating rates of the railways, which they claim are extremely detrimental to the trade interests of Montreal, says the *Trade Bulletin*. For instance, the export freight rate on grain from points north and west of Toronto to this city is 15 cents per 100 pounds, while the railways will carry it from the same Western points to Boston for the same money, namely, 15 cents, although the distance is 400 miles greater. Then, again, the railways which bring the grain here on the export rate for 15 cents per 100 pounds demand 3 to 5 cents more if brought here for consumption. In other words, Montreal consumers are mulcted by the railways on almost everything they bring in for their own use. It matters not what class of traders one speaks to: they all tell the same tale, and bitterly complain of the unfair treatment Montreal merchants have received at the hands of the railways.

What can be more exasperating to our merchants than to be charged 18 and 20 cents per 100 pounds from stations beyond Toronto, on goods required for use here, while the same class of merchandise will be taken from the same points 100 miles further for 15 cents per 100 pounds? If this is not discrimination, what is? And yet, in defiance of all fairness, equity and the law governing common carriers, the railways issue their flats to suit themselves, and there is no remedy.

Broom corn valued at \$25,798 was exported during December, against an amount valued at \$13,225 exported during December preceding; and during the twelve months ending with December broom corn valued at \$212,776 was exported, compared with an amount valued at \$140,444 exported during the corresponding months of the year preceding.

THE BROOM CORN BUSINESS.

This steady, unobtrusive line of trade rarely receives much market allusion, and its magnitude is not as generally comprehended as that of some minor articles. This is because the raw material, particularly in later years, is worked up ready for use, to a great extent, in various parts of the country where the product is a feature. A run among the principal traders of this city convinces one that the demand is not only fully alive, but has a good expanding outlook. One dealer estimates that the trade with England and South America, in brooms and broom corn, has doubled within the last five years. Nearly all foreign manifests of vessels leaving here for prominent ports, except some of those of Europe, contain entries of brooms.

In the opinion of the trade the time is coming for a steadier acreage to be given broom corn to till the prospective export demand. While the production has always been fairly ample for the large plants which are devoted to broom making in this and other states, irregular production at the West has been noted. When maize promised better prices many farmers would reduce their cultivation of broom corn. This brought about some fitful episodes in the market.

Broom corn ought to be a commodity of steady supply, because few things store and carry so easily, while the steady consumption is unquestionable. There is nothing likely to be soon introduced that will take the place of the useful broom; the hard floors of the times may call for horse hair brushes, and patent carpet cleaners may save a little "elbow grease" with their revolving bristles, but the cheap, conventional, convenient broom has come to stay.

It is evident that broom corn will always be an American specialty of commerce. Austria-Hungary and Italy produce some for European purposes, but the broad acres of our West can land it on the other side in conditions of quality and economy which must prevail against any foreign grown stock.

The principal points of wholesale production are New York, Illinois, Kansas and Nebraska, while a good deal is raised for local use in other states. The Western corn is well fitted for the enlarging export demand, especially for Great Britain, where brooms are yet made in a round form. Many of the shapely Yankee brooms, however, are growing in favor over there.

The Mohawk Valley region of this state maintains its long record for choice quality, and usually outsells all other growths. It has been recommended that the Southern states should make an enlarged feature of the cultivation of broom corn. Southern samples thus far have not been attractive, and it does not help any market to load it up with commodities below an accepted standard. Texas lately entered the list as a shipper, but the stock was too uncommercially long and coarse to compete with desirable state and Western. This is not mentioned to discourage experiment, but to give a caution about entering a new field without careful regard to soil and climate.

As with several baled articles which sell by weight in the package, there has been found at times the inclosure of fraudulent foreign substances in broom corn. This is not only a dishonest but stupid expedient. The business here is in few hands, and the main receivers are men of long experience, who, when they detect false packing, can accurately locate the offender, and the result is a damaging reputation for him, if it does not blacken the record of the shipping section.

In speaking of the commercial management of broom corn, Messrs. Stewart & Toll, a long established firm, give our readers the following practical suggestions to packers: "We find our best returns derived from invoices which have been sized up and sorted into distinct qualities. This facilitates business, as it enables the purchaser to select readily. Clean condition is an urgent consideration. Those who indiscriminately mix sizes and inclose absolutely imperfect

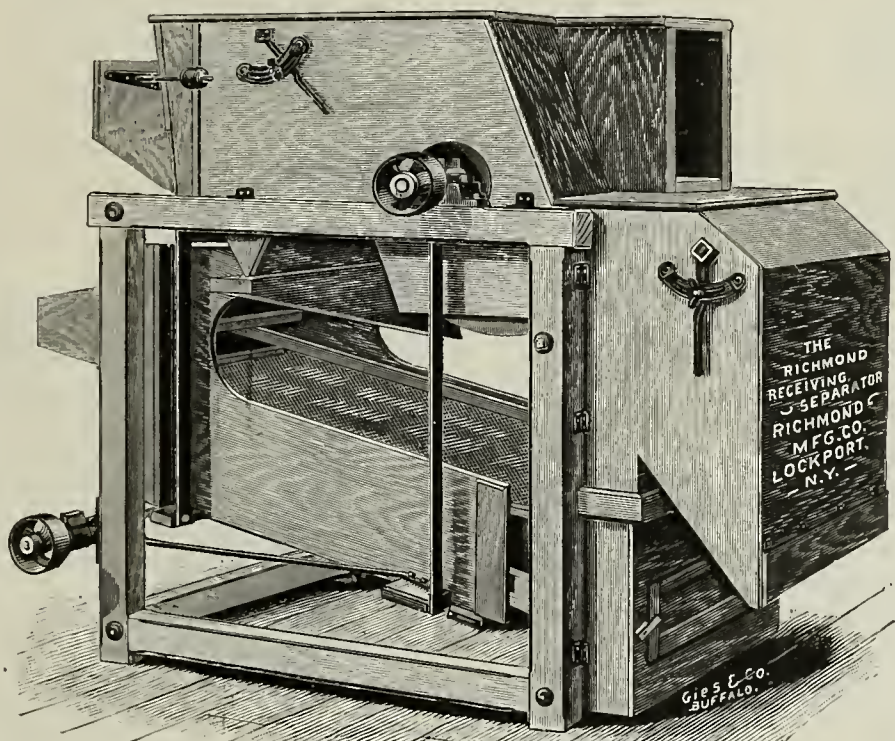
stalks simply pay useless freight and involve labor that must be undergone and paid for here.

"When balings are made for export the aim should be to properly compress 400 pounds to the bale instead of the ordinary 250 pounds. This can be done; and as this article goes in the measurement class of ocean freight a material saving of expense is apparent."

Mexico is sending a product to this market called Zacatan or broom root. Its fiber is short, and it is largely shipped abroad, chiefly to Germany, where it is converted into scrubbing, common bath and other coarse brushes. It in no material way competes with American broom corn. Some parcels of South American were at one time imported to Philadelphia; but with \$8 per ton duty and no favorable comparison to our own, the venture was not repeated.—*New York Tribune*.

THE RICHMOND RECEIVING SEPARATOR.

The illustration shown herewith represents the Richmond Empire Receiving Separator, upon which many valuable improvements have been made. In the Richmond Separator the difficulty of bracing properly has been overcome, and this machine is now



THE RICHMOND RECEIVING SEPARATOR.

so well balanced that it requires very little bracing.

The operation of this machine is very simple, and is as follows: The grain is first fed into a hopper, which is arranged with a feed valve that distributes the grain evenly in a thin stream into the first separating spout, where it is met by a strong upward current of air, which removes chaff and light impurities, the dust passing into the fan, while the chaff and other impurities are discharged into the screenings spout. The grain is then distributed evenly over the full width of the scalping sieve, which removes straws, headings, sticks, etc. The grain then passes from the scalping sieve to the large main sieve, which removes other impurities that escape through the scalping sieve. The grain then passes over a fine sieve, which removes sand and small seeds, and from thence it passes into the last separating spout, where it is subjected to a similar treatment as in the first separating spout.

The last separating spout is arranged with an automatic valve which prevents any air passing into the spout with the grain, which effects a most perfect separation. All the separating spouts are the full width of the sieves, which enhances the value of the machine; and it is provided with a counter balance, which gives it steady and perfect motion. The sieves are so arranged that they can be easily removed and changed for a finer or coarser set.

This separator is made in nine different sizes, and can be placed in any part of the building, as it removes all dust. It is built in a thoroughly workmanlike manner and of selected material, combining all the elements necessary to constitute a per-

fect separator. Any additional information can be secured by addressing the Richmond Manufacturing Company, Lockport, N. Y.

DRYING WHEAT AT TACOMA.

Over at the old Donan brewery at the head of the bay, sixteen men are working night and day drying wet wheat which has been shipped into the city from the wheat districts east of the mountains, says a paper published at Tacoma, Wash. Probably 2,000 bushels a day are being dried. This work has been going on for over a month. The wheat is being dried in the malt house of the brewery where the malt was dried out when the brewery was making beer.

The Tacoma Grain Company is doing the work. The wheat is brought up from elevator A by the car-load and side tracked alongside of the building. It is trucked into a room and weighed and separated. The separating consists in keeping the merely damp and the wet wheat apart as much as possible in order to dry each kind separately.

Then the wheat is dumped out on the floor. It passes through little square holes here and there in the floor which lead to conveyors beneath. These pick up the damp grain, which, after making numerous crooks and turns, finally terminates its pilgrimage by being dumped into the upper kiln of the malt house. The malt house is about 25x50 feet in size. There are two kilns, one above the other. The wheat is introduced to the upper kiln first. These kilns are the floors of the malt house, and are composed of sheet iron, perforated with holes to allow the heat to pass through and dry the wheat covering them. The heat is conducted up from the fire room below through a hot air shaft. When the wheat lying on the top of the upper kiln is partially dried trap doors in the floor are opened and the wheat is allowed to pour through to the kiln below. There the drying process is completed, and the wheat is finally shoveled out at a side door, from which place conveyors carry it back to empty cars side tracked below. Into these it is dumped in bulk and taken back to elevator A, where it cools off.

Much of the wheat which goes through this drying process probably would not sell for 12 cents a bushel for export, or, in other words, is practically unmerchantable for flour making. After being dried it is said to be worth 38 to 45 cents a bush-

el. It takes about an hour and a half or two hours for a kiln of the wheat to dry, owing to the dampness of the grain. While it is drying it has to be turned from two to three times so that it will all dry equally. This is done by men getting into the kiln with shovels and shoveling and stirring the grain about.

The wheat lies on the floor of the kiln about eight inches deep, and one of the workmen stated that 300 bushels were dried at a time, and eight kilns were dried during a day of 24 hours. A force of ten men work during the day and six at night.

Some of the wheat which is sent to the brewery is so moldy that it looks as if nothing could be done with it, but this is a very small portion. The greater part of the grain looks well, and at the first glance the dampness cannot be detected. Much of it can probably be made as good as if it had not been injured by the water, so slightly is it damaged.

It would hardly be contended by anyone that the state could enter into the dry goods or grocery or hardware business, and if it could not engage in those lines how could it constitutionally enter into the grain trade?—*Herald, Duluth, Minn.*

The wheat statements from the Northwest set forth that if all the mills in that section grind all the wheat that is possible for them, to next harvest, there will be a wheat famine, and some Chicago lightning calculator says, if all the surplus of Russia, India, Australia and South America is dumped on the market in the spring this country will not "be in it" at all.—*Toledo Market Report*.

THE SHORTEST ROUTE TO THE SEA.

New York is gradually holding the trade of the Continent in tribute. The question arises, why should this stuff go off to New York instead of following the natural course of the stream past Montreal? The answer is, that the whole available ocean tonnage of our port represents a carrying capacity of about 22,000,000 of bushels (our exports the last summer), and so long as we remain content with that, that must be the limit of our trade. The figures look small. We are only a summer port, but then so is Lake Superior, and the Sault Ste. Marie Canal already does three million tons more business in six months than the Suez does in twelve. The port of New York has the advantage of being an open port all the year round, but its canal is the miserable six-foot Erie, and is not workable for a day longer than our St. Lawrence canals. However, the *New York Journal of Commerce* reports that during the season of canal navigation of 1891 just 110,812,120 bushels of grain were delivered at that port by the various routes. Our figures look small. Are Canadians content? Our maps show that we stand with millions of acres of arable land in our far West, but divided from the sea (the head of ocean navigation) by hundreds of miles of impenetrable forests and barren and uninhabitable lands. North of Superior, there is for us no Indiana, Illinois or Wisconsin to form stepping stones between our East and our West, but on the other hand we are in possession of the shortest and cheapest route to the sea, and our salvation depends upon our making the most of it. The subject is fraught with vast possibilities for Canadian trade, and we are glad to see this great question coming to the front.—*Montreal Trade Bulletin*.

SHIPPER SHOULD KEEP PRODUCERS POSTED.

What is and what should be the relation as between the producer and the shipper? Should it not be one of co-operation, and are not their interests of a joint nature? We are inclined to this belief, says *Hay There*. An improvement in the matter of the crop and the handling of same is of equal importance to both. Therefore what is of advantage to one is of advantage to the other.

We are prompted to start a discussion of this subject from the fact that some shippers think it is to their advantage to keep the farmer in ignorance of what the market demands and what may be the prevailing prices, having an idea that he can buy his crop to a better advantage than if he were reliably posted; while, as a rule, most farmers think the shipper is making too much money.

But let us ask, is it not better that the farmer post himself and keep himself *reliably* posted, not only as to the current prices but as to all subjects pertaining to the betterment of this product? Will it not result alike to the benefit of the shipper or local buyer? It is expected that a shipper shall make something for his handling of the product, and competition is so strong at this day and age that no one local buyer can long retain a monopoly even of his immediate locality unless he pays up to within a reasonable margin of the market, so that it can be seen that a good live buyer, who himself keeps thoroughly posted on the business in which he is engaged, is an advantage and necessity to every section that has a surplus product to sell.

This local buyer can with profit to himself and his farmer friends so handle the product as to give him a good business and make it so that those who select the farmer as their "meat" in the cry, "Save the middleman's profit," will stand very little show. And, by the way, these same people are themselves nothing but "middlemen," and must sell to others, most of them having but a desk and chair in some 7x9 room or office.

We are sorry to say that some firms who are supposedly in good standing have been known to send out quotations above the market and as an inducement for consignments advise that they could sell at such and such a price, when they know that a few cars given them for disposition will result vastly dif-

ferent from that which was expected, but, "of course," there was something wrong with the hay, or the same circumstances did not prevail. But, you ask, how are you to overcome the evil influence of such quotations or inducements sent out from the different markets, even if you yourselves are not influenced thereby? It is our belief that the better and more correctly a farmer and buyer are posted the easier and better you can trade, for the reason that if he is posted he is satisfied that he is getting all his product is worth, while if he were not, he is afraid you are getting the best of him and you are forever making a deal.

GEORGE M. LANE.

Among the commercial exchanges of the country prominently identified with the grain trade is the Detroit Board of Trade of Detroit, Mich. Its best-known official is its secretary, whose reports bring him continually before the members of the trade.

Mr. Lane, who has been secretary of the Board for nearly ten years, was born at Romeo, Mich., May 28, 1833. His parents were both New England people, and became early settlers of the then territory of Michigan. His father became quite a prominent man in the section of the state where he resided; was sev-



GEORGE M. LANE.

eral times a member of the Legislature; was a regent of the State University for one term, and held also judicial offices. Young Lane prepared for college at Romeo Academy. At the age of 17 he entered the State University and graduated in 1853 at 20, with high standing in his class. For several years he followed the profession of civil engineering, and was connected with two or three of the railroads in Michigan.

At the breaking out of the war of rebellion he received a commission as captain in the First Regiment of Michigan Engineers and Mechanics, and was assigned to duty with his regiment in the Army of the Cumberland. His regiment was at the siege of Corinth; was subsequently employed in building and reconstructing railroads, bridges, and in the opening of roads for the movement of the army. He followed the fortunes of the latter until after the battle of Stone River and the occupation of Murfreesboro. By reason of serious disability contracted by hard service in the field, Mr. Lane was compelled to resign his commission. He shortly afterward, however, received another with the same rank from the War Department at Washington, and was assigned to duty in the Provost Marshal General's department in Kentucky, as Acting Assistant Adjutant General.

At the close of the war he resigned his second commission, with health so impaired that he was unfitted for active duties, and for nearly 20 years was connected with the editorial staff of the *Detroit Tribune*. Since 1885 he has been secretary of the Detroit Board of Trade. Mr. Lane has never been engaged in the

grain trade. His life, with the exception of two or three years, has always been spent in professional duties, wherein satisfaction has uniformly been rendered by reason of his faithfulness and a conscientious performance of every duty which fell to him for fulfillment.

MIXING AND NATIONAL STANDARDS OF GRAIN.

In an address delivered before the Southwestern Millers' Association at Kansas City recently, R. M. Davis of the Davis Milling Company, St. Joseph, said:

The speculator fixes the grade and mixes the wheat to suit his convenience, and we [the millers] are compelled to accept the mixture, besmirched with every impurity that can possibly be injected into the wheat and yet fill the scant requirements of the Board of Trade. This bulldozing has gone on to such an extent that we, who have a trade on the higher grades of flour, cannot afford to risk wheat in our mills that has ever been in touch with an elevator—with all due respect to our brother elevator men. We regret to make this statement, but nevertheless it is true. We have suffered our business to be completely wrenched out of our hands, and nothing short of a thorough organization of millers will replace it where it belongs.

We should have a grain inspection service that would be recognized, not only at home, but throughout the world, as commensurate with the interests of the first breadstuff producing nation of the world. Such a service must be national in scope, and will be as much in advance of state inspection as the latter leads the old Board of Trade methods.

We must eliminate politics from business and rescue the authority of determining the grades of our grain, and by that means its value, from the hands of politicians and intrust it where it belongs, with experts who need not fear the forfeiture of their positions when the dominant party suffers defeat. We should have national standards of grain, carefully selected according to the region of their production, by authority of the Secretary of Agriculture, and the civil service law should protect competent men from the terrors of bossism.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics at Washington hay aggregating 5,526 tons, valued at \$47,900, was imported during December, against 10,496 tons, valued at \$88,432, in December, 1892; and during the twelve months ending with December 97,229 tons, valued at \$891,297, were imported, compared with 81,501 tons, valued at \$773,616, imported during the corresponding months of the year preceding.

Of imported hay none was exported in December, and none in December, 1892; and during the twelve months ending with December 204 tons, valued at \$1,782, were exported, compared with 151 tons, valued at \$1,387, exported during the corresponding months of the year preceding.

We exported 4,328 tons of domestic hay, valued at \$69,596, in December, against 3,290 tons, valued at \$53,735, in December, 1892; and during the twelve months ending with December we exported 40,217 tons, valued at \$612,024, compared with 34,903 tons, valued at \$570,331, exported during the corresponding months of 1892.

Feed mills and other machinery attached to windmills and left running without attendants at night should be well oiled. A feed mill with its contents including hay, grain and feed was recently burned in a Western state by a fire which originated from a hot box on a feeder operated by a windmill.

At a recent meeting of the Hay Dealers' Association at Kansas City, Mo., a proposition was presented by one of the members to form a corporation and take controlling interest in the present Kansas City Hay Exchange, which was established about a year ago. The proposition and plans presented met the approval of a majority of the members present, and they will endeavor to bring these plans to perfection.

A MEXICAN STACKYARD AND CORN SHELLER.

From the *Farm Implement News* of Chicago, to which we are indebted for the illustration given herewith, we take the following:

Corn and beans, *maiz* and *frijoles*, are the chief articles of food for the poor people of Mexico (who, including the Indians, constitute the great majority of the inhabitants), and these are therefore the most important agricultural products of the country; still, enough corn is not produced for domestic needs, and when crops are short—as they were on account of the drouth during the three years preceeding the last—large quantities of corn are imported from the United States. Judging by the immense fields of corn that he saw while passing down through Mexico toward the capital on a railroad, particularly if on the Central, at any time during the period mentioned, a person would have naturally concluded that there could be no lack of corn for food; but had he made inquiry at the point where he crossed the Rio Grande he might have got some idea of the extent of such lack.

In general but little improvement has been made in the methods of raising and handling corn, and the old crude methods still prevail. The ground is plowed with the rude wooden implement so often described, with which also the corn is cultivated, and as a rule the work is well done. The crop varies widely according to conditions. On the lower plains or in the valleys, where the soil is rich and sufficient moisture can be obtained either by rains or irrigation, corn makes a fine growth and a big yield, and in some of the favored localities two good crops a year can be produced; but on the highlands that depend altogether upon the scant and uncertain rains the crop is generally light and often a failure.

It is in the elevated and drouthy sections, where the growth is light and the ear is shriveled, causing the kernels to stick tightly to the cob, that corn shelling machines are most needed and most used—the demand being for cheap hand power shellers. With these, shelling is successfully accomplished that could hardly be done by hand. But the writer has seen them fail to strip the cobs. The crop of 1892 in the driest sections was very difficult to shell, but there was not much of it.

In the localities most favorable to corn culture, where the growth is large and the ear is plump, the kernels can be stripped off so easily that this work is mostly done by hand, aided generally by some simple device, and mechanical shellers are in little demand.

One of the crude devices to aid in manual corn shelling, as well as the manner of operating with it, is shown in the accompanying illustration. It is a disk, from twenty to twenty-four inches in diameter, made of selected corn cobs—uniform in size and length—carefully set up and tightly bound by a stout rope, usually hand-made of maguey fiber. Squatting or kneeling amid or convenient to the unshelled corn, with disk on lap or in front like a washboard, the operator takes an ear and swirls it sharply around upon the points of the cobs, turning it with the motion and often removing every kernel with one sweep around the face of the disk. The principle is really the same as that of the ordinary corn sheller, the disk or rag wheel being stationary and the ear revolved upon it. Shelling is done quite rapidly in this way; and as there is no expense for sheller or keeping it in repair, with labor so very cheap, it is an effective and economical method. When a large body of corn is to

be shelled—a gang of peons, each with his disk, will soon put it in kernel ready for bin or market.

The illustration shows an Indian woman shelling corn for *tortillas*, with one of these disks, upon the paved floor of the stackyard of a well-managed and well-kept *hacienda*. The stacks shown are of wheat; they are roofed with tile, as may be observed, and the sides, carefully shaven, are as solid and impenetrable as a brick wall. The *hacendado*, or owner of the place, told the writer last spring that they had been standing there three years awaiting a satisfactory price, so probably they are still standing. Carts like the one seen in the picture are used upon this estate, and primitive Mexican plows also, both of which are made in a shop provided therefor among the buildings of the hacienda. All the implements are of the simplest character, and no machinery except a thresher is used; yet all work appeared to be well done and there was every evidence of prosperity.

THE TRAMP CAR.

We call an unassigned ocean steamer a "tramp." But was there ever such a lot of tramps as the United States freight cars working under the present inter-



A MEXICAN STACKYARD AND CORN SHELLER.

change system? He, to personify the tramp, starts out from home on a little trip to the city. He is clean and fresh, the paint is new and the lettering distinct. But in the city he falls in with bad company and has the nose of his drawhead knocked off. Then, incited by the stories of wild adventure, he starts off with a gang of disreputable companions. His parents write repeatedly imploring him to return and all will be forgiven, but these pleadings fall upon the deafened ears of the prodigal. He wanders to and fro upon the face of the earth; he associates with all kinds of company; he acts as a porter to carry the silks of the rich, and may even handle the dung of the city stables. No one cares for him, and he is buffeted hither and yon. The snows of winter and the scorching rays of the summer's sun find him unkempt and desolate. At last, when no one will have him about, when the elasticity of his gait is broken, his hold upon the community weakened, his coat worn and disreputable, he returns a wrecked and dissolute prodigal, asking for rehabilitation among the home cars. But when he has been nursed and cared for till he has been brought back to some semblance of his former self, he leaves again to resume his former life. Surely there is a tramp par excellence.—*Gulf, in Railway Appliances.*

According to the sixth annual report of the Winnipeg Grain and Produce Exchange, Manitoba exported 12,000,000 bushels of wheat during 1893, against 14,000,000 bushels during 1892, and the same amount during 1891.

WAREHOUSE CHARGES AT NEW YORK.

The regular warehouses for the storage of graded grain designated by the board of managers of the New York Produce Exchange in accordance with Rule 5, Section 1, of the grain rules, were posted on the floor of the Produce Exchange recently.

Twenty elevators in this vicinity have a capacity of 19,100,000 bushels.

The following are the rules and tariff of charges for storage of graded grain until further notice.

Rule 1.—All grain placed in store on storage will be at owner's risk of fire or loss by heating until delivered.

Rule 2.—All grain of the same kind and grade, without regard to ownership, after the same has been inspected and graded in accordance with the rules of the New York Produce Exchange, will be stored with other grain of a like grade.

Receiving, weighing and discharging on all sound grain, including storage, first ten days or part thereof $\frac{3}{4}$ cent per bushel, and every succeeding ten days or part thereof $\frac{1}{4}$ cent per bushel.

All accrued storage on grain remaining in store on April 30 and October 31 in each year must be paid up to date under penalty of $\frac{1}{4}$ cent per bushel additional storage, if not so paid at each of the above dates.

Trimming from canal boats, \$1.50 per 1,000 bushels; trimming into ocean vessels and schooners, \$2 per 1,000 bushels. Extra storage on grain delivered to ocean vessels, $\frac{1}{4}$ cent per bushel.

Screening and blowing on receipt or delivery, $\frac{1}{4}$ cent per bushel.

Mixing grain of different grades on receipt or delivery, including screening and blowing, $\frac{1}{4}$ cent per bushel.

All grain becoming heated or out of condition while in store will be posted on the bulletin board of the New York Produce Exchange, and all such grain shall be subjected to an additional charge of 1 cent

per bushel for each five days or part thereof it may remain in store after two days' notice on said bulletin board may have been given, and an additional charge of $\frac{1}{4}$ cent per bushel for each succeeding five days or part thereof.

All grain received will be subjected to the above rules and conditions of the warehouse receipts. (Signed) Atlantic Storage Company, P. E. Pinto & Sons, Stephen R. Post, S. W. Bowne, and the Brooklyn Elevator and Milling Company.

The following are the charges of grain afloat:

Receiving, weighing and discharging ($\frac{3}{4}$) per 1,000 bushels, \$6.25; canal boat trimming, \$1.50; trimming (ocean vessels), \$2; transportation of elevator, $\frac{1}{4}$ cent per bushel, \$5.

A RESULT OF DEALING WITH IRREGULAR BUYERS.

The Hillsdale, N. Y., *Telephone-News* says: Another scheme to get the farmers' money was successfully carried out by a man claiming to be from some point in Ohio. His victim was a farmer in the town of Jefferson, who had some four or five hundred dollars' worth of hay to sell. The man, or rather sharper, made a satisfactory bid on the hay, and without paying any money, took a bill of sale. This he presented to one of the money loaners of Hillsdale, and by giving him a chattel mortgage on the hay, received \$200 in cash, with which he left the country. The question now is, who owns the hay?

THE OLDEST CHIEF GRAIN INSPECTOR.

In connection with our articles on "The System of Grain Inspection; Its Establishment and Growth," a brief biographical sketch of the oldest grain inspector will prove interesting.

Mr. S. H. Stevens, who was at the head of the grain inspection department from April, 1860, to June, 1861, has been Chief Flaxseed Inspector at Chicago for over 12 years, and he has done even more toward the development of the reliable system of inspecting flaxseed now in use than he did in improving the system and work of the Chicago grain inspection department early in the '60's. Mr. Stevens was born near Livermore, Me., Oct. 26, 1827, and came to Chicago in 1854. He was in the grain commission business at Chicago from 1855 to 1859, and when the Board of Trade took charge of the grain inspection in earnest he was called upon to accept the position of chief grain inspector. His predecessor had but one helper and no office. He took no samples, issued no certificates, and inspected but a small per cent. of the receipts. Mr. Stevens had two office men, four inspectors and four helpers.

When Mr. Stevens took charge of the grain inspection department there were no rules to guide the inspector. Each man followed his predecessor's manner of inspecting. During Stevens' term in office the rules describing the grades, which were made by the board of directors, were changed and improved. He also had boxes on 'Change refilled each Monday with an average sample of each grade of grain, as graded by the department during the preceding week.

Mr. Stevens was appointed chief inspector at a salary of \$2,000 per year, and permitted to employ his help without dictation from the board of directors. He collected 10 cents a car and 20 cents a thousand on grain in boats and vessels. After paying the actual expenses of the department he turned over a large sum of money to the Board of Trade as a result of the first year's work.

Mr. Stevens became a member of the Board of Trade in 1857, when the initiation fee was only \$5. As he paid no attention to the dues after leaving the city his membership was forfeited, but twenty-nine years afterward he again became a member.

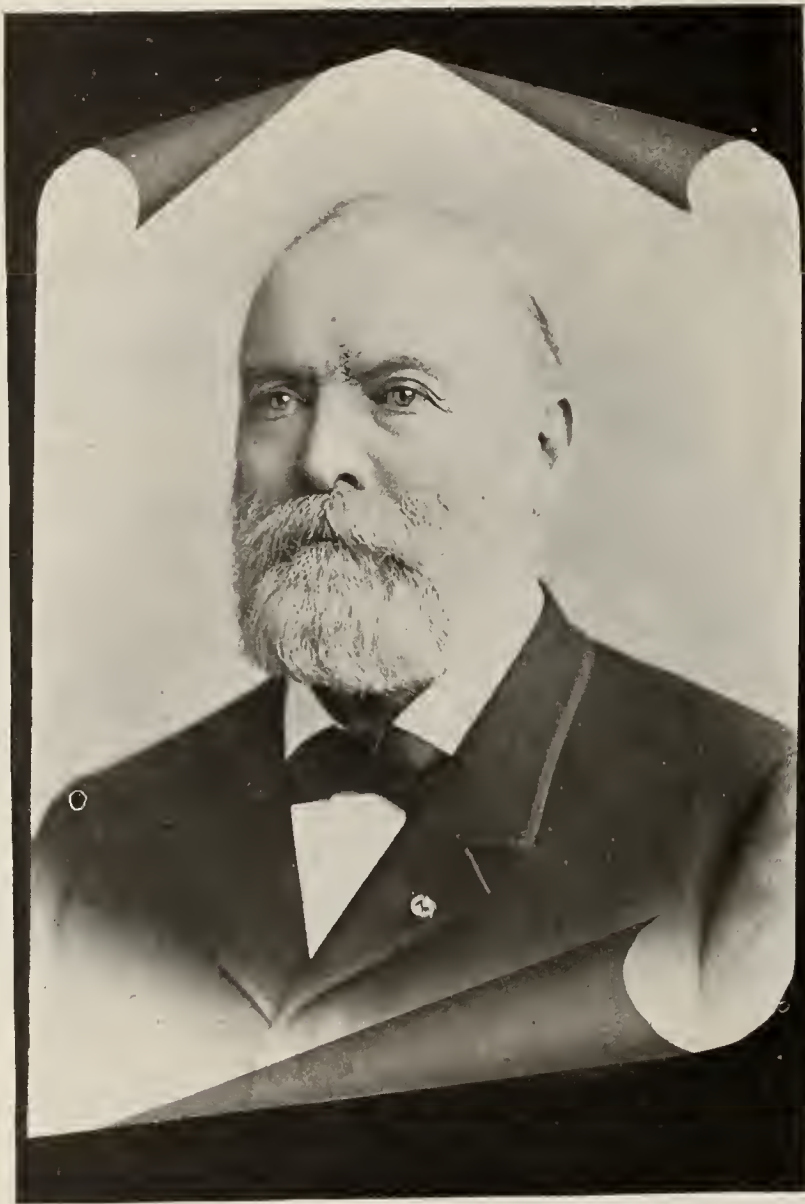
Before Mr. Stevens took charge of the department most of the grain had been inspected by the elevator foreman. When public elevators were established the elevator foremen undertook to do the classifying or grading, if such it may be called, and each elevator man claimed that the grading at his elevator was the best, and each solicited shipments from country elevators. As each elevator man tried to outdo his competitors the grading was always too high and unreliable. A small per cent. of the grain was inspected prior to 1860, and no grain received by canal was inspected until Stevens commenced it. At first the elevator men would not have the grain inspected out for fear the grading would not agree with their own in-grading. Mr. Stevens had to overcome the prejudice of the elevator men and the trade's educated desire for lax and lenient grading. Slowly but surely he gained ground against the love for the old system, and by degrees the demand for public inspection became so great that the elevator men were forced to have all grain inspected by public inspectors.

Mr. Stevens invented several appliances for facilitating the work of inspecting grain. He improved upon the broomstick trier by making the first long trier, which he used in sampling grain arriving in boats. This trier was 6 feet long and was made of copper. Mr. Stevens also invented a ladder to hang upon the slide bar of the car upon which the doors were run in those days. The car could be switched without interfering with the ladder. Mr. Stevens made the first reports of grain inspected in by grades and railroads,

which were posted on 'Change and published in *Wells Commercial Express*. The tabular form of reports which he devised is followed still by the state inspection department.

During his term in office Mr. Stevens collected samples of all kinds and varieties of grains grown in the West, which together with samples collected from other sources made a very interesting grain cabinet. This was destroyed by the great fire of 1871.

Shortly afterward, resigning his position as chief grain inspector, Mr. Stevens obtained the signatures of many prominent members of the Board to a request that a general meeting of the Board be called to devise ways and means to recruit and take under its auspices a battery of light artillery to be known as the "Chicago Board of Trade Battery." The Board met and adopted resolutions in harmony with the call. A muster roll with Mr. Stevens' signature alone was brought forward and within 48 hours a full company



SYLVANUS HARLOW STEVENS.

of artillery was recruited. Mr. Stevens was soon given a commission as Junior First Lieutenant and took command of the left section of the Chicago Board of Trade Battery. He served with this company until the close of the war and was promoted several times.

After the war Mr. Stevens was at Nashville, Tenn. In 1870 he went to Humboldt, Allen Co., Kan., and entered the grain and lumber business. He was mayor of that city for four consecutive terms, and held other positions of honor and trust. In 1875 he was elected to the Kansas Legislature as representative of the 48th District, where he distinguished himself by the introduction and championing of just laws reverting a vast amount of railroad land to the government to be re-entered only under the provisions of the homestead laws.

In 1882 Mr. Stevens left Humboldt to accept the position of chief flaxseed inspector for the Chicago Board of Trade, which office was unsolicited and unexpected. Mr. S. D. Foss and Mr. S. S. McCrea hunted up Mr. Stevens and induced him to return to Chicago after twenty years' absence. When he took charge of the flaxseed inspection department he found

no rules, no precedent to guide him in the work of inspecting seed. The inspection of grain is not positive. Rules are provided stating what shall constitute the grades, but no rules tell how the conclusion shall be arrived at.

In flaxseed inspection the grading is now by rule, and the work is positive and certain. This innovation was brought about by Mr. Stevens, who has had charge of the department ever since 1882. He has invented many tools and instruments to facilitate the work of inspection, of which we shall give a full description in an account of flaxseed inspection which will appear in a later number of *AMERICAN ELEVATOR AND GRAIN TRADE*.

That he has managed the department carefully and conscientiously and has been energetic and progressive is evidenced by the fact that he is still retained in that position without opposition. Very seldom is a complaint made against the work of the department, and seed is sold in and shipped by grade to foreign markets where the grades are known and the work accepted as reliable.

THE SYSTEM OF GRAIN INSPECTION; ITS ESTABLISHMENT AND GROWTH.

On the 16th day of May, 1860, S. H. Stevens was elected to the office of chief inspector with the power to appoint assistants. No sooner had the new inspector been appointed than a resolution was adopted, which shows that little attention was paid to the rules, and the grades depended largely upon the judgment of the deputy and especially the chief inspector. The resolution provided "that the inspection committee adhere to the present standard of grain inspection, but that in the case of spring wheat discretionary power be given to inspectors regarding the test of weight, which may be varied when it is apparent injustice would be done by adhering strictly to the standard adopted."

Considerable difficulty was experienced in inducing receivers of grain by canal to permit the inspection, so resolutions requiring the inspection of this grain at a fee of 20 cents a thousand bushels were again adopted by the board, and after a time the last and largest receiver acceded to the demands of the chief inspector and accepted the inspection with the understanding that his grain should be inspected by the chief inspector only.

More advancement was made in the way of perfecting the system of inspecting grain during 1860 than during all preceding years: the work of the inspectors was systematized, the inspection department organized and placed under the control of the Board of Trade. The board assumed all the responsibilities, collected the inspection fee and paid the salaries of the inspectors. Heretofore the chief inspector had collected the fees and made no returns to the board. The chief inspector had collected some fees through the railroad companies but always with difficulty and trouble. In 1860 the board commenced to collect through the elevator men. Several changes in and additions to the meager inspection rules were made during the year, and much improvement was made in the grading as well as the rules. A new grade of wheat known as "Northwestern Club" was made in hope of enabling the inspectors to grade more fairly and justly. It embraced "all bright amber colored spring wheat, free from dirt and other grains, and weighing not less than 59 pounds to the measured bushel."

In order to induce farmers to market white and yellow corn separately the old grades were abolished and new ones adopted as follows: "Pure White," "Pure Yellow," "Mixed" and "Rejected."

The grades of wheat were not otherwise changed, but rules governing the grading of oats, rye and barley were adopted as follows:

OATS, No. 1.—To be clean and sound. No. 2.—To

be sound, but too dirty for No. 1. Rejected.—Unsound or very dirty.

RYE, No. 1.—To be sound and well cleaned. No. 2.—Too dirty for No. 1.

BARLEY.—The berry to be plump, well cleaned and sound. No. 2.—To be sound and clean. Rejected.—Unsound or very dirty.

The fees for inspecting grain were fixed at 10 cents a car and 20 cents a 1,000 bushels in or out by canal boat or lake vessel.

The inspectors were required to give bonds for the faithful and competent performance of their duties and made responsible for erroneous inspection. For the first time an inspector's office was established near the Board of Trade and a complete record kept of all grain inspected. During 1860, 13,186,499 bushels of wheat, 12,533,070 of corn, 1,009,879 of oats, 250,636 of rye and 212,611 of barley were inspected. The inspection department's gradings of wheat shows that the inspectors must have conducted the work carefully and conscientiously, for it is not probable that lax and careless work would have given the following result for the year's work: No. 1 white winter 12,250 bushels; No. 2 white winter 33,620; No. 1 red winter 200,691; No. 2 red winter 135,328; rejected 161,790; extra club 138,050; Northwestern club 369,250; No. 1 spring 4,917,290; No. 2 spring 6,354,355; and rejected spring 852,872 bushels.

To Mr. Stevens the trade is indebted for the first report on the work of a grain inspection department. It reflects so plainly the work of the department at that time, that we give it herewith, in full.

REPORT MADE UNDER THE INITIAL RULES OF THE CHICAGO BOARD OF TRADE TO ESTABLISH A SYSTEM OF GRAIN INSPECTION.

To the President and Directors of the Board of Trade of the City of Chicago.

Without any rule or precedent requiring it, your chief inspector of grain feels that the office is of sufficient importance to warrant a report. He therefore submits the following:

On being elected, I found but little to justify the belief that I had a predecessor. Although there had been an order for some time on the records of the Board that the chief should keep an office, books and records—there was nothing of the former and very little of the latter in existence.

My first duty was performed by hiring an office convenient to the Board of Trade, and fitting it up with suitable furniture. My second, by ordering a full set of books, so headed, ruled and lettered as to show at a glance the inspection of all grain received by any railroad, or by canal, at any warehouse in the city.

As the great part of our grain is received by railroad, we necessarily come much in contact with railroad men, by whom we have been treated with great politeness and courtesy. There was a somewhat irritating question as to the right of the inspector to make any remark as to the cause of grain being placed in a particular grade, such for instance, as "rejected," "damp, caused by the leakage of car roof," thereby showing that the company had not furnished suitable cars for the transportation of the grain, leaving the inference to be drawn that the party injured was entitled to the sum of all damages sustained. The matter was settled by the inspector retaining the right to make the remark, but the railroad official to be informed of the fact that there was such a car on track, thus enabling him to make such examination and take such steps as he might think best. The affair is now reduced to such a system that whenever any one has a car so injured, in place of disputes or vexatious and expensive lawsuits, he has only to produce the chief inspector's certificate, and the damages are soon adjusted. I have inspected during the last year 67,657 cars of grain, amounting to 23,601,750 bushels.

During my term of office, for the first time, the question of an arbitrary inspection of canal grain has been decided. I will not go into any history of the "canal war," but simply say that "great concessions" were made by all parties interested, and at the present time all acquiesce in having their grain inspected and paying therefor. The number of boats inspected is 1,135, amounting to 4,396,118 bushels.

Among the various new features of inspection, none pay it a higher compliment than the fact that the principal shippers wished their grain inspected on board. The chief receives his orders, requesting him to inspect from such a warehouse on board such a vessel, a cargo of such a grade of grain. The duty is performed by the inspector, seeing the bins opened, weighing and inspecting the grain, and taking out from time to time, as the grain runs aboard, a small amount and placing it in a box prepared for that purpose.

When the cargo is fully on board, the sample taken out is thoroughly mixed, and about four quarts taken therefrom and placed in a bag, properly certified to, and this, with a certificate delivered to the shipper.

This certificate and sample are evidence to the party who ordered the grain purchased that he has got what he ordered. And for the parties wishing to sell in Eastern markets cargoes to arrive are thus enabled to do so. The number of cargoes inspected on board amount to 581, which foot up 8,255,166 bushels.

It must be admitted that the very existence of our system of inspection depends upon the acquiescence of the warehousemen, and as a rule they have extended every facility to inspectors to enable them to do their whole duty, notwithstanding the much more intimate and delicate relation existing between them than ever before, growing out of the fact that shippers, as a rule, have their grain inspected from warehouse.

There is one variation which I think warehousemen interested owe it to themselves to correct without any action of the Board, and that is, they take in without inspection a large amount of bagged grain for customers, or perhaps purchased on their own account; in fact cars inspected at one warehouse have been hauled to another, and there placed, as I have reason to believe, in a higher grade.

On the subject of grades of grain, it is my opinion as they are now established, both as regards wheat and corn, that great wisdom has been displayed and correct conclusions arrived at. A frequent changing of grades should, if possible, be avoided. It is useless to think of changing grades to correct mixing in the country, as that is a thing that will correct itself. It is a matter of dollars and cents: whenever it will not pay to mix them it will cease, and that is when a majority of country buyers take to this mode, as during the last winter, when shippers found No. 1 spring to be worth from 4 to 6 cents more than No. 2. As a proof of the above proposition, for the first time since inspection was established, during the last three months we have received more No. 1 than No. 2 spring wheat.

I am satisfied that the office of chief inspector of grain should be progressive and become one of the institutions of the greatest primary grain market in the world—in fact the center of all desirable information in regard to the varieties, growth and qualities of grain; where the member could take his Eastern or Trans-Atlantic friend and with pride point out the capabilities of the Northwest; where the farmer can gain the knowledge which will enable him to plant the varieties best suited to his locality and the Chicago market. To set this ball in motion I have commenced a cabinet of wheats and other grain, and have now in my office, properly displayed, some eighty samples.

I have also kept a record of such facts as to origin, history and adaptation to different soils of the different varieties, as I have been able to gather from the best information.

In conducting the inspection I have found great difficulty in finding proper men for inspectors, but I cannot let this opportunity pass without bearing testimony to the upright, straightforward honesty and fidelity of my principal assistants, Wilson, Cogger, McCloud and King. They have always promptly responded to my call, were it made for the inspection of cars at 4 o'clock in the morning, or inspecting on board at 12 o'clock at night.

I take pleasure in returning my thanks to your very able committee, who have ever been ready to assist me with their advice and encouragement. And to the members of the Board generally, allow me to return my most sincere thanks, for in place of a year of disagreeable and thankless labor that I had reason to expect, through their kindness it will always be remembered with pleasure.

S. H. STEVENS.

Chicago, April 1, 1861.

S. H. Stevens resigned in June, 1861, and in response to the call of President Lincoln organized a company from the members of the Board of Trade and joined the federal army. He was succeeded by Henry Cogger. In his annual report to the directors Mr. Cogger said: "With the aid of the efficient committee on inspection this very important system has been conducted with impartiality and to uniformly favorable results."

It is noticeable that no change was made in the rules governing the grading of grain during the year, April, 1861, to April, 1862, and the inspector calls attention to this fact with the remark that, "No change of grades has been made, the permanency of which has proved beneficial to the system." A fact which some makers of inspection rules for the present day have ignored. The work done by the department during the year was greater than ever before. Nearly 15,000,000 bushels were inspected and a correct record was kept together with necessary remarks.

Several of the old inspectors who were connected with the department in its early days are still alive and take considerable pride in referring to the work of the department. A. B. King, who is now land agent for the C. & N. W. Ry. Company, was an assistant inspector under Chief Inspector Stevens during his first term. Charles Shultz, now with Crerar, Adams & Co., was also connected with the depart-

ment, also S. D. Foss, formerly of the grain commission firm of Foss, Strong & Co. of Chicago, Ill.

Mr. Foss is living in National City, Cal. In a recent interview concerning his connection with the Chicago grain inspection department he said: "I commenced on the work of inspection for the Chicago Board of Trade in 1860, and worked about eight years. S. H. Stevens was chief inspector. At that time one railroad was attended by one man, and in some cases one man would have charge of the inspection on two roads. Henry Cogger attended to the R. I. & P. C. and E. P. McCloud the I. C. Railroad. The grain all went into 'A' elevator. I had the C. B. & Q. Railroad. The grain from this road went into the Illinois Central 'B' elevator. Mr. Wilson had the Galena Railroad and Dixon Airline. The N. W. Railroad inspector was A. P. King. The grain from this road went into Munn & Scott's elevator. S. H. Stevens, the chief, inspected grain which arrived by canal boats and the grain arriving at elevators on the river, which were Lunt's, Walker's and another elevator on the east side of the south branch of the river, the name of which I do not remember. The inspector attended to the inspection of all the grain on the railroad, of which he had charge, in and out of the elevator. A great many vessels were shipped without being inspected. This was the first year that the Board of Trade had charge of the grain inspection. We had 10 cents for inspecting a car of grain. I have inspected 300 cars of grain in one day without any help. Before the Board of Trade took charge in 1860 the inspection was managed by William Jones and another large man whose name I have forgotten. The first bookkeeper was Albert Baxter, in 1860.

"The inspection was a small affair, but we had to work hard as we had only just enough men to do the work. There were no politics connected with the inspection then. It was all business. We old inspectors, those of us who are alive, are proud of our record in the early days of the Board of Trade. There were no rules of inspection made by the Board of Trade until they took charge of it. Then a committee was appointed to formulate a set of inspection rules to govern us on the inspection. The Board of Trade had a committee which we could refer to in the event that the consignee of the grain reported to the chief inspector that he was dissatisfied with our inspection. We had three grades for each kind of grain.

"Geo. Sitts and Wm. Jones collected 10 cents a car from the owner of the grain or consignee and kept it. For a long time we had to collect the 10 cents per car from the consignee. Then we got the elevator to collect, but they soon got tired of it. Next we induced the railroad receiving teller to collect the inspection fee when the freight was paid him, paying him a percentage for doing so. The elevators made no charge for their inspection and would call the grade as good as it ought to be. If they did not, the shipper would change and ship to another elevator. Some times the shipper would ship a car to each elevator to see where he could get the best grade. There was no chief inspector until the Board of Trade took charge of the inspection. He was appointed by the directors of the board. At this time a large amount of grain was received in bags from wagons and also from cars. Each elevator had from one to two hoppers in which to receive the grain in bags, and we had to inspect every wagon load."

S. D. Foss was born in New Hampshire in 1834, and came to Chicago when 20 years of age. He served as grain inspector on the track at Chicago for eight years. He was a member of the appeals committee under the state of Illinois, and was also one of the committee on seeds until 1888. He left the business of grain inspection to enter the grain commission business. His commissions the first year amounted to \$700. The remarkable advance made in the business was shown by the fact that in 1888, the year that Foss, Strong & Co. went out of business, their commissions amounted to \$150,768.

[TO BE CONTINUED.]

The legislature at Washington is closely watched by the farmers of Southern Minnesota, to see what tariff will be eventually placed upon barley. Since the McKinley bill the amount of barley grown in that country has increased sixfold. Shipments are largely consigned to the Eastern markets.

THE STUDY OF RUST IN CEREALS.

Secretary Morton has appointed Mr. M. A. Carleton of the Kansas Agricultural College, a special agent of the division of vegetable pathology in the Department of Agriculture, and his work will be particularly directed to the study of the rust of cereals. For some two years past this division of the department has been making experiments with a view to discover some means for the prevention of rust of cereals. The importance of the investigation is best shown by an estimate of the amount of damage caused by this disease. It has been estimated, for instance, that to wheat growers alone in Australia rust causes an annual loss of more than \$10,000,000. From careful estimates made in this country it is believed that an aggregate loss to American farmers as a result of the attacks of rust will exceed \$10,000,000 annually. Australia has recently offered a reward of \$50,000 for a practical remedy for rust.

TRICKERY IN THE EXPORT HAY TRADE.

Contracts for Canadian hay were made last fall by English firms at high figures for December and January shipment, and when the goods were tendered them the market had depreciated to such an extent that they refused to take the hay, and allowed the drafts made against it to be returned to Montreal and Ontario shippers.

A striking incident of this kind occurred a few weeks ago in the London hay trade, says the *Trade Bulletin* of Montreal, which shows what advantages receivers there have over those who ship to them about 3,000 miles off. A certain firm in the great world's metropolis was advised of a lot of hay he purchased last year from a Canadian firm, at a much higher price than is ruling to-day. The lot was shipped on time, and when it arrived in London quite recently and was unloaded, it proved to be one of the finest lots of Canadian hay that had ever been received in that city, and held out in weight exceptionally well.

The draft had been previously presented for acceptance, but the merchant on whom it was drawn got his banker to hold it over until the shipment arrived, when he hoped to find some fault in the goods, which would give him an excuse for throwing them up. The hay, however, was such a fine lot that he could not discover a defect that would warrant him in flinging up his contract. But the market was easy and declining, and if he carried out his agreement he would lose about \$3,000. What was to be done? The receiver was equal to the occasion, and he at once cabled the shipper that the hay was not up to standard, and consequently could not receive it.

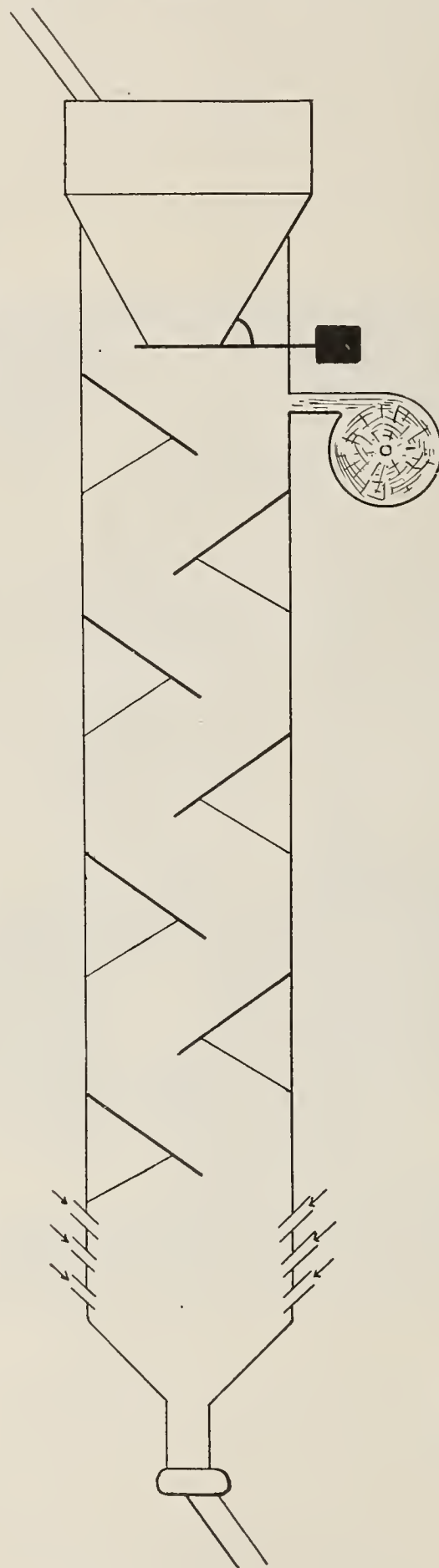
The shipper, who resided in Ontario, at once wired another receiver in London to take the hay and do the best he could. The latter party took it over and disposed of it, after making arrangements with the bank, at the highest price that class of hay was selling at, and all who saw it pronounced it the finest lot that was ever received in London from Canada. This simply shows that if parties on the other side find it to their interest to break written contracts they can do so, as in nine cases out of ten they know the shippers on this side have no representatives in England to look after their affairs, consequently they take every advantage in the event of adverse markets setting in. Of course this does not apply to all London hay firms; but we regret to say that far too many have not been slow to avail themselves of just such tricks as referred to above whenever adverse turns in the market occur.

Tricks in the hay trade, however, are not wholly confined to trans-Atlantic firms as considerable shortages in hay shipped from Canadian points have been detected in New York and Boston of late. A great deal of the hay bought at interior stations are shipped by parties here and in Ontario who never see the hay, but trust to country dealers for correct weights. These shipments which go via American ports are now carefully reweighed in many instances before being put on board vessel, and hence the discovery of a number of shortages; but unfortunately this has not accounted for the shortages which still occur after the hay is landed in England. Exporters of hay,

therefore, should have a wide margin in price to work upon in order to realize profits.

HOW TO SAVE WET GRAIN.

The grain dealers, millers and farmers of Washington, Oregon and Idaho have suffered loss on the last crop of wheat harvested in that district, and have been caused much trouble and inconvenience by the



AN INEXPENSIVE WHEAT DRIER.

wet and damp grain. Much of the grain would not have been wet were the country stations of the district supplied with elevators for handling wheat in bulk. The small country warehouses were not large enough to hold the sacked grain so a large percentage of the crop was piled outside the houses and left without cover. Heavy and unusual rains came and damaged much of the grain in the possession of the grain dealers and soaked many million bushels more than the producer had sacked and piled up in the field where he threshed it.

After the wheat was wet the owners immediately commenced a search for apparatus to dry the grain. The malt drying kilns of breweries at different points

were pressed into service, but at best they could dry but a few thousand bushels a day, even when run night and day.

The need of a good drying machine has been so great that there has been a movement on the part of grain dealers to purchase an Eastern sand drying machine. The expense, however, which would have to be incurred and loss of time in shipping deterred those who had thought of purchasing such machines from carrying out their object.

A cause of much dissatisfaction resulting from the damp grain is the manner in which exporters have graded down the wheat shipped to them. Yet this close and exact grading is due to the receipt of so much damaged grain that shippers are compelled to be more vigilant than ever before. If the grain was properly dried, however, a better condition of affairs would exist.

The best results in drying grain have been obtained from the use of hot and cold air currents. Several Chicago houses dry their grain by this process. The dryer shown in the illustration represents a sectional view of one in use at the cleaning house of Counselman & Co. at South Chicago, erected by the Heidenreich Company. This dryer is 120 feet high, 16 feet long and 4 feet wide. The shelves on the opposite side of the dryer slant downward from the sides forming an angle of 55 degrees with the side of the dryer or 35 degrees with a plane perpendicular to the side. The grain enters the dryer from a hopper at the top which is kept constantly full. The stream widens after it has entered the dryer and flows slowly to the bottom. The bottom of the hopper is covered with a board which is hung on a hinge with a weight at the outer end. With this the flow of grain is easily regulated and the admission of air at this point prevented.

There is an outlet at the top connected with a strong fan which draws air in through the louvers at the sides of the bottom of the bin and up through the grain. Either cold or hot air may be used. About 20 feet from the hopper at the bottom the length of the dryer commences to gradually decrease so that the stream of grain, which may be 16 feet wide above this point, is narrowed until it reaches the hopper and runs out in a spout. Five thousand bushels can be run through the elevator every hour. The quality of the grain is greatly improved.

A similar dryer in the Minnesota cleaning house at Chicago is built upon much the same plan. The dryers are built on top of the boiler room so hot air can be used. The proprietors of the elevator buy grain wet on the lakes and use a hot blast to dry it. The grain is cooled by means of the cold blast. The dryers are only 40 feet from top to bottom and can dry two cars of grain ever hour. It is sometimes necessary to run the grain through two or three times to remove the moisture. The dryers can be constructed large or small according to the capacity needed.

TOO MANY ELEVATORS AT BUFFALO.

There are elevators for sale in Buffalo and plenty of them. If that English syndicate would only come around now and make a bid! And they are building more of them! I think, says the Buffalo correspondent of the *United States Miller*, I mentioned some three years ago that the thing was being overdone and I have never missed an occasion to sound a warning note. But fools rush in where angels fear to tread.

Insurance companies are cutting big lumps off their risks, especially on the largest houses, and owners of grain in them are alarmed over the situation. Besides this, there is too much elevator stock for sale to suit our best business men. A block of this class of investment was hawked around the streets a week ago; nobody would look at it; more of the stuff will come out before spring.

A considerable amount of hay has been shipped to Philadelphia, Pa., for No. 1 which grades No. 2. It has caused a great deal of trouble as buyers will not accept hay for No. 1 timothy that is not up to grade. When hay is very scarce buyers are obliged to accept a lower grade, and as a result the shipper often complains because such hay is not sold as No. 1 when the market is overstocked.

COMMUNICATED

[We invite correspondence from every one in any way interested in the grain trade, on all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SHOULD BE INCLUDED IN THE VISIBLE SUPPLY.

Editor American Elevator and Grain Trade:—I notice in the January number of the AMERICAN ELEVATOR AND GRAIN TRADE the table showing the visible supply of grain in the country. There is now in store at this place between 700,000 and 800,000 bushels, mostly corn. This is not published in the table. This is one of the largest stocks in the country, and it seems to me it should have a place in the "Visible Supply of Grain," as published in the AMERICAN ELEVATOR AND GRAIN TRADE.

Very truly,
Agent Ogdensburg Transit Company.
Ogdensburg, N. Y.

A GOOD ONE.

Editor American Elevator and Grain Trade:—In looking through the January number of the AMERICAN ELEVATOR AND GRAIN TRADE I saw on page 222 a cut showing slide to follow shaft as it settles with the settling of the building. I think the device is O. K. for those who intend to build a back number elevator, but on a Seeley modern elevator the settling of the building cuts no figure with the shafting. I must say the January number of the AMERICAN ELEVATOR AND GRAIN TRADE is a good one, and every grain dealer in the country ought to read it. Wishing the AMERICAN ELEVATOR AND GRAIN TRADE success. I am

Truly yours,
Fremont, Neb.

THE RUSSIAN THISTLE VERY BAD.

Editor American Elevator and Grain Trade:—We took in 33,000 bushels of wheat at this place during the months of September, October, November and December. I expect the amount received will reach 45,000 or 50,000 bushels during the crop year. The wheat crop was very light this season, only averaging eight bushels per acre. The Russian thistle is very bad here, and farmers cannot expect more than half a crop unless they get rid of the thistle. The Atlantic Elevator Company closed their house at Oakes on January 1. Inclosed find \$1, for which send me the AMERICAN ELEVATOR AND GRAIN TRADE for one year.

Yours respectfully,
Norway Spur, N. D.

A CORRECTION.

Editor American Elevator and Grain Trade:—In the January issue of the AMERICAN ELEVATOR AND GRAIN TRADE an article appeared commenting upon the statements published by the Railroad and Warehouse Commission of the state of Minnesota as to the relative price of No. 1 hard wheat in Liverpool and London as compared with the price in Duluth. In this article the following statement occurs, "One solitary report shows that the exporter reaped 16 cents per bushel on his venture,"

The fact is the report shows that the exporter reaped, not 16 cents as was stated, but .0168 cents per bushel, or a trifle over 1½ cents.

Yours truly,
Supervising Inspector Country Elevators.
St. Paul, Minn.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—The market has been in a demoralized condition for the past month. There has seemed to be no bottom to prices, although corn and oats have held up well under the low price of wheat. Retailers have had a good stock, owing to low freight rates of last December and stuff in transit and on spot, shipped on the low rates, has been sold for less than cost to replace it, thus offering little inducement for buying to ship. Exporters have taken a great deal of stuff on the low

prices, but are now thought to be pretty well loaded up. The total stock of grain in Boston elevators for January 29 was 1,658,729 bushels more than the same time last year. Owing to the small sale of flour and the closing down of several mills, mill stuffs have shown some strength and have advanced about \$1 per ton.

RECEIPTS FOR JANUARY.

Articles.	1894.	1893.
Cotton Seed Meal, tons.....	291	216
Corn, bushels.....	1,327,529	643,925
Wheat, bushels.....	317,019	148,588
Oats, bushels.....	772,167	628,776
Rye, bushels.....	8,350	520
Mill Feed, tons.....	2,489	1,292
Oatmeal, sacks.....	4,320	11,643
Oatmeal, barrels.....	5,476	1,800
Cornmeal, barrels.....	7,632	14,506
Barley, bushels.....	49,490	80,998
Malt, bushels.....	97,649	85,182
Hops, bales.....	549	908
Peas, bushels.....	6,225	39,503
Buckwheat, bushels.....	.....	.....
Flour, barrels.....	140,273	98,449
Flour, sacks.....	119,122	113,322
Hay, cars.....	1,866	1,886
Straw, cars.....	91	145

EXPORTS FOR JANUARY.

Articles.	1894.	1893.
Wheat, bushels.....	598,872	210,907
Corn, bushels.....	477,844	211,501
Oats, bushels.....	920	69,913
Peas, bushels.....	2,481	36,946
Barley, bushels.....	.....	9,888
Buckwheat, bushels.....	.....	.....
Cornmeal, barrels.....	5,352	2,735
Oatmeal, barrels.....	1,245	135
Oatmeal, sacks.....	6,716	8,132
Flour, sacks.....	197,870	185,724
Flour, barrels.....	34,730	14,600
Mill Feed, sacks.....	6,104	4,827
Hay, bales.....	89,078	13,860

At the annual election of officers Edward Kemble was re-elected vice-president, Geo. E. Mitchell was elected vice-president, and Frederick N. Cheney was re-elected treasurer. The first annual report of the real estate trustees shows a net income of \$6,260.01.

L. P. Hatch, grain dealer at Marshfield, Mass., has failed. Franklin Moseley of Moseley & Co. at Concord, N. H., died last month. Norton, Chapman & Co. at Portland, Me., have been incorporated under the style of Norton-Chapman Company.

Yours, etc.,
BUNKER HILL.

NEW ELEVATOR AT BOZEMAN, MONT.

The Farmers & Merchants' Elevator Company's elevator has been doing business for about two weeks. Since its opening the elevator has received 850,000 bushels of grain. Grain is being hauled there every day, but, of course, the present severe weather will tend to lower the daily receipts. The elevator has been in operation long enough to show that it will be a good investment to the business men who built it and to the farmers of the Gallatin valley. It is a business enterprise and is run on business principles. While the stockholders will be given the preference over others in the use of the elevator when its capacity is not adequate to meet all demand, in other respects they will have no advantage over the farmer or other person who is not a stockholder. The stockholder pays just as much for the use of the elevator as any other patron pays. The rates for storage and service have been fixed and no man gets a better rate than another. These rates are: For receiving, 1½ cents per 100 pounds; for loading, the same as for receiving; for storage, 1½ cents for the first 30 days and one cent per month or fraction of a month afterward, per 100 pounds. When grain is not left in the elevator more than ten days no charge for storage is made.

The elevator fills a want long felt in this community. Hitherto merchants of Bozeman, with one exception, have been unable to accept large quantities of grain from their farmer debtors. The merchants will now be able to take grain and farm produce in payment of bills, for they will now be able to dispose of such products. The public elevator then is a sort of mutual reciprocity scheme between the merchant and the farmer. Under the plan adopted by the elevator company the business will probably pay a small profit besides filling the object for which it was built.—*Anaconda Standard.*

SCREENINGS.

It is estimated that between 12,000,000 and 15,000,000 bushels of wheat have been destroyed in the wheat districts of Eastern Washington by the heavy rains.

The individuals in London who are compiling and sending to America the weekly shipments of wheat from India ought to meet and form a "Trust."—*Trade Bulletin.*

"I suppose you have been shopping all day again," said Mr. Snaggs to his wife at the supper table. "And I suppose you have been bucket-shopping again," retorted she.

The Northern Pacific Railroad has made a new rate on carload lots of damaged wheat from Spokane and Palouse points to Minneapolis, Minn., of 40 cents per 100 pounds.

The Grain Dealers' Assurance, Lloyds, has been organized at St. Paul, Minn., with a guarantee of \$500,000, to write grain elevator and flouring mill business exclusively.

Our consul to Belgium writes that grain exported into Ghent from the United States arrives at its destination in bulk. Bran should be shipped in sacks. Hay should be well pressed in bales, bound with iron hoops.

The value of the breadstuffs exported from the port of New York, N. Y., during the eleven months ending with November 30 was \$60,366,217, compared with exports valued at \$79,283,205 for the corresponding months of the year preceding.

Buyers in Minneapolis, Minn., have been purchasing No. 2 hard wheat for the past two months on the market at Kansas City, Mo. The brokers representing the Northwestern principals have been able to overbid everybody to obtain the wheat.

An exchange of thought, ideas and study is always a benefit to those participating. We hope all our readers will bear this in mind and contribute frequent articles. Don't worry about the construction; we will have it edited so that it will "appear all right" in your own language.

The amount of wheat fed to stock in the vicinity of Flint, Mich., during the past six months by farmers and others aggregated many bushels. There was undoubtedly more fed than in any previous year, owing to the low price, as farmers were able to secure more money for their grain in this way.

Of the wheat inspected at Winnipeg, Man., during the six last months of 1893, 53 per cent. was graded No. 1 hard, against only 8 per cent. during the same period of 1892; 26 per cent. was graded No. 2 hard, against 36 for the same period of the preceding year; 5 per cent. No. 3 hard, against 15 per cent. in 1892, and 6 per cent. No. 1 and 2 Northern, against 10 per cent. the year before.

Some of the enterprising farmers of Floyd County, Virginia, have organized the "Corn Club," with the object of testing the amount of corn that an acre of Floyd County land will produce. The member producing the largest yield from an acre in 1894 will receive \$10 in gold, and at the time of awarding the prize the club will give an old Floyd County thanksgiving dinner of roast turkey.

Arrangements have been made by Messrs. Stevens and Rasmussen and Secretary Grant of the Dakota Railroad and Warehouse Commission for an exchange of pure seed for the smut infected grain of certain portions of the state of Dakota. The elevator men will buy pure Minnesota seed from the farmers and place it on board cars at Minnesota points for shipment. The railroads have agreed to give half rates so that there is little excuse for putting dirty wheat into the ground in the spring.

The Rialto Stock and Grain Exchange, the big bucket shop at Chicago, Ill., was "worked" to the extent of \$4,000 recently. "Ghost" Harding did the trick, and it was the second time he has successfully accomplished it. The manager of the Exchange suspected something was wrong when he saw Harding win right along, so he stopped the deal and made everybody cash in their contracts. Then he made an investigation, but failed to find anything that would throw light upon the scheme.

GRAIN BUSINESS OF INDIANAPOLIS.

During the last fifteen years there has been a marked increase in the quantity of flour manufactured in Indianapolis, while in the quantity of grain handled by Indianapolis houses there has been a heavy decrease. In 1880 the flouring mills of Indianapolis turned out a little over 200,000 barrels of flour, while in 1893 they manufactured nearly 500,000 barrels. No Western city was more crippled by the Interstate Commerce Act than Indianapolis. Prior to its taking effect as high as 26,000,000 bushels of grain in one year were handled by Indianapolis houses, elevators and mills. Now there are not 5,000,000 bushels handled at this point. This does not cover, however, the business which Indianapolis firms control at other points.

Many of the men of means have gone into other business or located at other points, as under the Interstate Commerce Act rates from all points must be based on a proportionate rate from the point the grain is shipped to or on its proportion of the through rate. This falling off in business has practically crushed out the elevator interests, grain formerly handled at Indianapolis elevators now being handled at the smaller elevators along the lines of railways. Elevator A, located in West Indianapolis, is the largest now existing in this vicinity and is used chiefly for storing grain for parties awaiting better prices. The I., D. & W. elevator, which was at one time considered one of the most complete and useful elevators in the city, has, with the railroad company's passing under a financial cloud, practically gone to ruin, little business being done there. Elevator C has been converted more into a wholesale grain store than for elevator purposes.

It was unfortunate for Indianapolis that elevator B burned, as it was conducted more on business principles than any elevator in the city. The question of rebuilding it is still unsettled. F. P. Rush, one of the firm, says the condition of the grain business is such that there is little encouragement to operate elevators. In the days of Indianapolis' prosperity in that direction it is estimated that over 2,000 persons directly or indirectly were benefited; now the number, it is said, will not exceed 300. In fact, Indianapolis no longer stands prominent as a grain center.—*Indianapolis Journal*.

A COB MEAL OUTFIT.

Did it ever occur to you that there is an implied weakness or inferiority in goods that you are urged to buy because repairs are kept in stock at your town or that they are made close at home and repairs are quickly gotten? This is a great point made by implement dealers, and while picturing this advantage they are chuckling to themselves about what an easy mark you will be for them and the manufacturer when you have to have the repairs, which being kept in stock, or made close to home, are quickly procured and you are reminded by the implement dealer of the superior judgment you exercised in taking this unusual precaution and you feel good until the bill is presented when you don't.

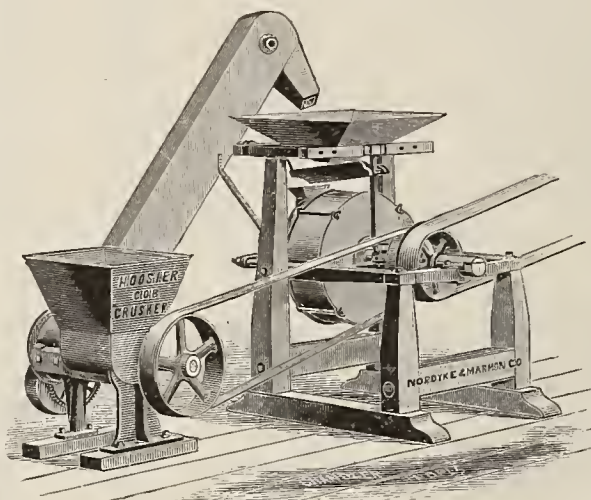
No doubt many a man has been influenced to buy a cheap, poorly made, iron feed mill on just such representations, and thought he was economizing in so doing especially as the mill recommended to do so much of a certain kind of work, cost a little less than a French Burr Mill guaranteed to do the same work. The difference is that the one would not but the other would fill the guarantees.

Many elevator men, farmers and stock raisers have learned that a reliable mill for all kinds of grinding is one fitted with genuine French Burr Stone. A mill of this kind will grind all kinds of grain for stock feed and the best quality of table meal, also graham flour and buckwheat, and rye for flour.

We illustrate one style of French Burr Mill manufactured by the Nurdyke & Marmon Company, who make a specialty of building burr stone mills. The mill shown is their vertical plantation mill built in two sizes, 14" and 18". Attached to this mill by belt from pulley on mill spindle is a Hoosier Ear Corn Crusher designed for grinding ear corn fine enough to feed into the burr mill where it is further reduced to any required fineness. The crushed corn is elevated from the crusher to hopper of burr mill by elevator

shown in cut. When not grinding ear corn the burr mill is used for grinding table meal or small grain for feed. At slight expense a shaking bolt or sifter is furnished for making bolted table meal. The same bolter can be attached to any of their mills, of which they make 28 sizes and styles, covering all the different kinds of vertical and horizontal mills, both pulley style and double geared. In buying the Nurdyke & Marmon Company's mills you need give no consideration to the matter of location as the mills are built to stand up to the severe service expected of portable grinding mills, and you will not likely need any repairs. Who ever heard of a French Burr Stone wearing out?

This line of burr mills have been manufactured since 1851, and their original weak points thoroughly

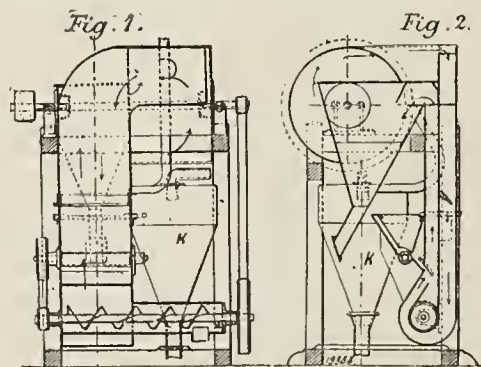


A COB MEAL OUTFIT.

eradicated, and each mill is so substantially built on lines known to be the best that the liability to breakage or derangement is reduced to a minimum, and their capability of doing satisfactory work at the maximum. A boy can operate and keep them in order. A large illustrated catalogue will be mailed to any one interested.

WHEAT CLEANER ATTACHMENT.

A patent has been issued recently by the United Kingdom to H. Simon, Manchester, for an invention relating to a method of cleaning the air from dust so as to render it available for continuously repeated use in cleaning grain. The invention is a one-sided fan arranged to draw air in at a central aperture and to blow it out by a narrow passage at the circumference. This passage leads to an annular pocket formed in the casing of the fan, through which the air is car-



WHEAT CLEANER ATTACHMENT.

ried in a direction first forward and then backward, finally issuing into a channel by which it is led to be passed to the grain cleaning apparatus and back to the central aperture of the fan.

It will be seen by the illustration that in order to clear the air thus circulated from a large portion of its dust, a narrow passage is provided around the annular pocket of the fan case, an opening leading from the pocket into this passage, which is led to a small dust collector K. As the air and dust whirl rapidly round in the pocket, the dust, owing to its greater specific gravity, is caused by centrifugal force to rise into the narrow passage, accompanied with a little of the air, the rest of the air, which returns to act on the grain, being thus freed from the principal part of its dust.

The commissioners of North Dakota have arranged with elevator men of Minneapolis, Minn., for supplying the state of North Dakota with some very choice seed wheat for the coming season.

TACOMA'S GRAIN WAREHOUSES.

In 1888 the Tacoma Dock and Warehouse Company was organized to provide conveniences for handling grain. Previous to this time, all grain was necessarily transferred directly from the cars to the ships. In the fall of the same year the plant and business of the Tacoma Dock and Warehouse Company was transferred to the Puget Sound Flouring Mills. The warehouse is suitably located along the deep water front, with the Northern Pacific tracks adjacent, and is 900 feet long by 130 feet wide and has a storage capacity of 30,000 tons. This was followed by the Northern Pacific elevator and warehouse, built by the railroad company in 1889 in connection with the system of elevators along its route, and being the largest and best equipped of those on any of the Western divisions of its line—storage capacity 650,000 bushels; dimension, 150x450 feet, five stories high; location, on deep water.

The leading warehouse is that belonging to the Tacoma Warehouse and Elevator Company, A. M. Ingersoll, president, treasurer and general manager, and C. H. Marble, vice-president. The warehouse is 514 feet long, four stories high and 114 feet wide, and has a storage capacity of 1,250,000 bushels of grain, thus ranking with the elevators of Chicago, Minneapolis and Duluth. It is the most conveniently arranged house on the Pacific Coast for handling sacked grain, and is located along deep water frontage, with Northern Pacific tracks in the rear, on an elevation with its upper floors for the delivery of grain thereon, and along its front to receive freight. It has a capacity, by means of piers and chain and belt conveyors, operated by steam power, extending to the water, of loading 30,000 sacks per day. The company also does a large general storage business both in free and bonded goods, being proprietors of the only bonded warehouse in the city. They were the pioneers here practically in the general warehouse business, and are always active in keeping pace with the times.

An enterprise fraught with far reaching importance to Tacoma's wheat shipping interests was carried to a successful issue this year. The farmers of Eastern Washington combined into a mutual warehouse association and determined to erect at some favorable port on tidewater a large elevator where they could store their grain and keep it until a favorable market might induce them to sell. A committee of the organization canvassed the available sites for a location. Heavy bonuses were offered by Portland, Seattle and Everett, but the committee after a thorough investigation decided that Tacoma offered superior advantages in that it was evidently destined to be the great wheat port of the Pacific. They, therefore, accepted the proposition of the citizens of Tacoma, and will erect their warehouse here. The site chosen is in Old Town, a little beyond the Tacoma mill. The building will be 600 feet long, 206 feet wide and will have a present capacity of 1,000,000 bushels, which may easily be doubled whenever desired.—*West Coast Trade*.

A WASHINGTON WHEAT DRIER.

Messrs. Truett & Bonne at Rosalia, Wash., have fitted up a wheat drying apparatus, which is described as follows: An elevator carries the wheat to the top floor where it is cast into the drier, a tight box four feet square which extends down to the basement and contains sieves placed on an incline about 18 inches apart. The wheat drops from one sieve to another to the bottom, and if it is then not sufficiently dry it is again sent up in the elevator and goes through the drier once more. A vibrating motion is imparted to the sieves. At the bottom the wheat passes around a radiator which heats the air in the dry box. It is then sacked and shipped away as No. 1 wheat.

It is the intention of the originators to buy up the wet wheat as rapidly as the drier can use it. The capacity of the machine is estimated at 4,000 bushels every twenty-four hours. It will be run every day and night in the week. Two crews of five men each will be employed. Arrangements have been made with the railroad company whereby wet wheat from other points can be dried in transit, the company allowing ten days' time for the work.

Trade Notes.

Henry Hudson, hay, straw and grain commission merchant of Brooklyn, N. Y., has sent many beautiful wall calenders to members of the trade.

Letters of incorporation have been issued to the Dominion Bay Company at Montreal, Que., with \$125,000 capital stock to manufacture bags, twines, etc.

The Bates Conveyor Company has been incorporated at Chicago, Ill., with a capital stock of \$100,000. The incorporators are A. F. Carll, R. N. Fowler and G. H. Glendenning.

Among the sufferers at the recent fire in the old Board of Trade building at 51 S. Canal street, Chicago Ill., B. F. Gump, mill furnisher, was the heaviest loser, the milling machines and stock being damaged to the amount of \$28,400. The stock was insured for \$40,000.

Fletcher & McLean is the style of a new firm to handle special mill and elevator machinery and link belt and steam supplies at Minneapolis, Minn. The firm will pay special attention to the putting in of steam plants. Both members of the firm are practical engineers of long experience.

In the Omaha *World Herald* of December 17 appeared a paragraph in regard to an alleged infringement of the patent of Merchant & Co.'s Star Ventilator. It would seem that the Star Ventilator was specified for the Lincoln, Neb., Hospital for the Insane, and that the contractor placed other ventilators in the building, which Merchant & Co. claimed to be infringements on their Star patents. Steps were accordingly taken to stop payment on the work pending an investigation. The matter was duly laid before the State Board of Public Lands and Buildings, with the result that the board decided to withhold a settlement with the contractor until he had made a satisfactory settlement with Merchant & Co. We are informed that Merchant & Co. have recovered heavy damages in the case.—*Metal Worker*.

Bags and bagging valued at \$1,149,295 were imported during the twelve months ending with December, against an amount valued at \$1,635,582 imported during the corresponding months of 1892. Burlaps (except for bagging for cotton) valued at \$5,650,601 were imported during the twelve months ending with December, against an amount valued at \$6,200,282 imported during the corresponding months of 1892. Of imported bags and bagging an amount valued at \$35,973 was exported during the twelve months ending with December, against an amount valued at \$63,019 exported during the corresponding months of the year preceding. Burlap (except for bagging for cotton) valued at \$2,152 was exported during the twelve months ending with December, compared with an amount valued at \$63,013 exported during the corresponding months of the year preceding.

THE NEW ELEVATOR AT ST. JOHN, N. B.

Yesterday morning the machinery in connection with the C. P. R. elevator at Sand Point was set in motion before a large number of spectators. Everything worked to perfection, and the elevator was the subject of much favorable comment. J. A. Jameson, superintendent of elevators for the C. P. R., has had control of the work and he has attended to the matter well.

When visited yesterday afternoon the scene presented was a very lively one: all the machinery was in operation, and everything had the bustling activity of a long standing enterprise, rather than one whose success had yet to be tested. The elevator is undoubtedly one of the best and most modern on the continent, and will, no doubt, prove a great boon to the shipping facilities of this port.

On the second floor of the elevator are large storage bins capable of holding a large amount of grain. When released from these bins the grain comes down a narrow spout. On the ground floor it sifts through a grate in the floor and is thrown against an endless chain, upon which are located a short distance from one another large buckets, by which the grain is con-

veyed to the top of the building and emptied into large bins. Connected with these bins are four sets of enormous scales, each having a capacity of 60,000 pounds. The weighing is at present done under the supervision of the bookkeeper at the elevator, E. H. Cuddy.

Extending from the floor of the weighing room to the ground, on either side of the building, are enormous bins, where the grain is stored. Directly from the bins in the weighing room the grain is carried, by means of spouts, to the bottom floor of the building, where it is dumped upon an endless rubber belt about five feet wide, and by that conveyed along the passageways which connect the elevator with the different parts of the wharf, and it is by means of this belt that the grain is dumped into the vessel.

Mr. Peterson, the foreman, did everything possible to make those who visited the place yesterday see what there was to be seen. Along in the afternoon a slight hitch occurred on account of the stoppage of one of the sluices by which the grain was being carried to the hold of the vessel, but the matter was soon remedied and everything moved along in good order.

The captain of the City of Lincoln referred to the heavy weather he had experienced, and said that yesterday was really the only day that they had been able to work with any degree of pleasure. Ever since he arrived in port he had been obliged to keep steam up, otherwise the steam pipes would all have frozen up solid. He expressed the opinion that after the elevator had been working for some time, he had no doubt that vessels would be secured to handle all the grain that would be shipped.

It may be said in regard to the elevator that it is fitted throughout with electric bells and speaking tubes, which is a great convenience. This is not the first shipment of grain from the elevator, as a few days ago several carloads were shipped by rail to Halifax.—*Sun, St. John, N. B.*

CLOVER SEED.

Shippers will do well to keep their eye on the price of clover seed. There should be, and we think there will be, a large breadth of ground seeded to clover during the next year. In many districts dry weather destroyed the crop of last year, and while in some sections this will discourage farmers, especially the inexperienced, nevertheless, as a result we look for largely increased sowings.

Any who have noticed the clover seed market, are aware that while all grains have fallen, and wheat to a ruinous price, the price of clover seed has remained stationary for weeks, and has been advancing rapidly of late. If they will notice the reports of receipts at the great central markets, and the shipments therefrom, they will see that the stocks on hand are very low, and that a large amount has gone abroad. This crop being exceptionally fine this year, has made it in demand, both in the Eastern states and in foreign countries. Last year the price advanced to such a point that a large amount of clover seed that had been shipped abroad was re-imported and at a good profit.

DRAFTS AGAINST CONSIGNMENTS.

Commission men who have used discretion and taken care of the reliable shipper regardless of local circumstances, are the ones who are enjoying a good business, says *Hay Trade*. Of course the commission men cannot constantly pay the drafts of every Tom, Dick and Harry, for if they did they would soon be in the hold. Shippers can certainly see that it is to their interest to bear in mind that they should leave a reasonable margin; that the shipment is properly loaded and of a quality fully equal to the amount of the draft, plus the margins, that should for any reason, their draft exceed the net proceeds of their shipments they make no draft on the next shipment or reduce it sufficiently to provide for the previous over draft. Should the shipper not be likely to have more consignments within a reasonable length of time, he should send his check to square the accounts, or protect the commission merchant's draft for the amount should he have made one. At any rate, the difference should be made good at the earliest moment possible.

LATE PATENTS

Issued on January 16, 1894.

BALING PRESS.—Andrew Wickey, Chicago, Ill. (No model.) No. 512,782. Serial No. 390,547. Filed April 27, 1891.

GRINDING MILL.—Ambrose W. Straub, Philadelphia, Pa. (No model.) No. 512,846. Serial No. 450,937. Filed Nov. 4, 1892.

PNEUMATIC ELEVATOR.—James H. Finley, Buffalo, N. Y., assignor of three-fourths to George S. Gatchell, Dennis M. Doyle and James Murphy, same place. (No model.) No. 512,873. Serial No. 488,230. Filed Oct. 16, 1893.

SEED CLEANER.—Joseph W. Henry, Westport, Mo. (No model.) No. 512,702. Serial No. 479,875. Filed July 8, 1893.

Issued on January 23, 1894.

CONVEYOR.—Lemuel Patterson, Allegheny, assignor of one-half to George H. Albertson, Pittsburgh, Pa. (No model.) No. 513,276. Serial No. 468,042. Filed March 28, 1893.

GRAIN DUMP.—Joseph S. Seelcy and Charles R. De La Matye, Fremont, Neb. (No model.) No. 513,205. Serial No. 406,348. Filed Sept. 21, 1891.

MALTING APPARATUS.—Friedrich Knüttel, Charlottenburg, Germany. (No model.) No. 513,467. Serial No. 478,259. Filed June 20, 1893.

Issued on January 30, 1894.

BALING PRESS.—George C. Blakely and Charles A. Blakely, Plano, Ill. (No model.) No. 513,553. Serial No. 455,830. Filed Dec. 20, 1892.

APPARATUS FOR DRYING BARLEY, MALT, ETC.—James White, London, Eng. (No model.) No. 513,694. Serial No. 488,127. Filed Oct. 14, 1893.

GAS ENGINE.—Henry T. Dawson, Salcombe, England. (No model.) No. 513,486. Serial No. 471,630. Filed April 24, 1893.

GRAIN BAGGER.—Gustav Anderson, Minneapolis, Minn. (No model.) No. 513,700. Serial No. 465,984. Filed March 14, 1893.

GRAIN METER.—Gustav Anderson, Minneapolis, Minn. (No model.) No. 513,699. Serial No. 464,600. Filed March 3, 1893.

APPARATUS FOR REMOVING MEASURED QUANTITIES OF GRANULAR MATERIAL FROM RECEPTACLES.—Paul Jochum Ottweiler, assignor to the Grusonwerk, Magdeburg, Germany. (No model.) No. 513,932. Serial No. 457,812. Filed Jan. 8, 1893.

GRAIN WEIGHER.—Harry A. Stock, Millersburg, Pa. (No model.) No. 513,659. Serial No. 467,822. Filed March 27, 1893.

Issued on February 6, 1894.

GAS ENGINE.—Barton H. Coffey, New York, N. Y. (No model.) No. 514,211. Serial No. 451,954. Filed Nov. 14, 1892.

GAS ENGINE.—Henry Pokony, Philadelphia, Pa. (No model.) No. 514,271. Serial No. 437,682. Filed June 23, 1892.

VAPOR GAS ENGINE.—William W. Grant, Brooklyn, N. Y. (No model.) No. 514,359. Serial No. 478,486. Filed June 22, 1893.

EXPIRED PATENTS.

[The following patents have expired since our last issue.]

GRAIN SEPARATORS.—O. J. Chubbuck, Towanda, Pa. No. 186,230.

GRAIN SEPARATORS.—T. I. Doyle, Rheatown, Tenn. No. 186,235.

BALE TIES.—Beall Hempstead, Pulaski county, Ark. No. 186,560.

BALE TIES.—J. A. Kilmer, Howe's Cave, N. Y., assignor of one-half his right to A. Kilmer. No. 186,579.

GRAIN AND SEED SEPARATORS.—A. W. Kendrick and C. T. Kendrick, Brooklyn, N. Y. No. 186,578.

GRAIN ELEVATORS.—John L. McLaughlin, Oelwein, Ia. No. 186,596.

GRAIN REGISTERS.—Lemon Poole, Springfield, O., assignor of one-half his right to H. C. Trout, same place. No. 186,614.

HORSE POWER.—R. C. Rhodes and Wm. F. Holden, Crawfordsville, Ga. No. 186,878.

GAS ENGINES.—Robt. D. Bradley, Preston, Md. No. 187,092.

GRAIN REGISTERS.—Charles H. Horton, Rochester Depot, O. No. 187,137.

RICE IMPORTS AND EXPORTS.

According to the report of the Bureau of Statistics rice aggregating 381,000 pounds, valued at \$14,868, was imported free of duty under reciprocity treaty with Hawaiian Islands during the month of December, against 1,077,400 pounds, valued at \$44,461, in December preceding; and during the twelve months ending with December 6,529,883 pounds, valued at \$254,209, were imported, compared with 10,058,800 pounds, valued at \$442,443, imported during the twelve months ending with December preceding.

Of rice imported free of duty we exported 20 pounds, valued at \$1, in December, against 230 pounds, valued at \$13, in December, 1892; and during the twelve months ending with December 14,151 pounds, valued at \$519, were exported, compared with 55,109 pounds, valued at \$1,551, exported during the corresponding months of 1892.

Dutiable rice amounting to 3,485,870 pounds, valued at \$50,471, was imported during the month of December, against 4,204,905 pounds, valued at \$73,110, imported in December preceding; and during the twelve months ending with December 57,097,690 pounds, valued at \$950,867, were imported, compared with 78,102,741 pounds, valued at \$1,489,952, imported during the corresponding months of the year preceding.

Of dutiable rice we exported 913,419 pounds, valued at \$16,717, in December, against 1,018,225 pounds, valued at \$20,809, in December, 1892; and during the twelve months ending with December 11,400,129 pounds, valued at \$210,557, were exported, compared with 10,441,188 pounds, valued at \$214,883, exported during the corresponding months of 1892.

Rice flour, rice meal and broken rice aggregating 5,504,286 pounds, valued at \$83,212, was imported in December, against 4,603,059 pounds, valued at \$83,941, imported in December, 1892; and during the twelve months ending with December 59,880,492 pounds, valued at \$975,711, were imported, compared with 65,500,273 pounds, valued at \$1,220,463, imported during the corresponding months of 1892.

Of imported rice flour, rice meal and broken rice none was exported in December and none in December, 1892. There was none exported during the twelve months ending with December, against 81,230 pounds, valued at \$1,700, exported during the corresponding months of 1892.

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during January, 1894 and 1893, of seeds, hay and broom corn:

Repts.	Timothy lbs.	Clover lbs.	Other grass seeds, lbs.	Flax-seed, bu.	Broom corn, lbs.	Hay, tons.
1894 ..	2,808,205	863,270	506,423	246,026	1,934,170	25,548
1893 ..	1,583,621	304,136	145,080	416,078	2,121,750	24,863
Ships.						
1894 ..	2,823,983	3,238,621	217,460	120,510	1,044,144	5,395
1893 ..	2,076,195	1,035,377	343,437	371,259	2,487,191	4,252

WHEAT RECEIPTS AT PRIMARY MARKETS.

The wheat receipts at nine primary markets during the 32 weeks ending February 3, for the three last years, were as follows:

	1893-94.	1892-93.	1891-92.
St. Louis.....	11,138,000	23,336,000	22,966,000
Toledo.....	10,545,000	20,508,000	18,014,000
Detroit.....	7,016,000	6,614,000	5,946,000
Kansas City.....	10,659,000	21,939,000	11,454,000
Cincinnati.....	747,000	1,477,000	1,870,000
Winter wheat.....	40,105,000	73,874,000	60,250,000
Chicago.....	18,338,000	48,336,000	40,129,000
Milwaukee.....	7,968,000	10,505,000	8,285,000
Minneapolis.....	36,460,000	47,083,000	43,322,000
Duluth.....	27,248,000	33,759,000	36,150,000
Spring wheat.....	90,014,000	139,713,000	127,886,000
Winter wheat.....	40,105,000	73,874,000	60,250,000
Total, 32 weeks.....	130,119,000	213,587,000	188,136,000

The flour mills in the vicinity of Pomeroy, O., are not buying wheat at any price. Hay is also a drug in the market.

DESTINATION OF OUR CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

	Month ending Dec. 31.		Twelve months ending Dec. 31.	
	1893. Bu.	1892. Bu.	1893. Bu.	1892. Bu.
United Kingdom.....	2,652,643	1,439,616	19,959,438	33,318,674
Germany.....	749,633	479,049	7,652,962	14,576,216
France.....	227,451	51,446	1,790,650	2,094,590
Other countries in Europe.....	1,278,882	693,042	9,069,073	16,401,064
British North Am. Possessions.....	221,651	162,885	11,883,353	3,733,506
Mexico.....	11,944	192,584	2,435,591	5,445,590
Cent. Am. States & Brit. Hond's	27,795	3,772	186,234	111,525
Cuba.....	140,944	107,719	1,148,252	981,049
Puerto Rico.....			17,989	43,217
Santo Domingo.....	6	762	953	6,788
Other West Indies and Bermuda.....	45,372	46,247	573,274	523,675
South America.....	12,697	25,230	398,243	213,367
Other countries.....	7,533	2,281	27,906	21,918
Total.....	5,376,551	3,204,633	55,143,918	77,471,179

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

	Month ending Dec. 31.		Twelve months ending Dec. 31.	
	1893.	1892.	1893.	1892.
United Kingd'm	4,028,819	7,176,525	60,499,536	72,430,137
Germany.....		145,469	2,341,392	5,730,822
France.....	832,395	314,440	11,440,567	13,489,280
Other countries in Europe.....	1,140,530	2,124,371	28,154,772	28,964,998
Brit. North Am. Possessions.....	4,063	131	5,484,321	4,637,965
Cent. Am. states & Brit. Hond	3,694	4,000	38,693	61,457
West Indies and Bermuda.....	2,897	1,666	18,052	7,488
Brazil.....			16,048	83,551
Other countries S. America.....	30	2,175	5,858	10,432
Asia & Oceania.....	531	794	11,743	16,657
Africa.....	8,600	2,301	381,186	80,410
Other countries.....	5	3,334	9,368	5,244
Total.....	6,021,564	9,775,197	108,401,536	125,518,441

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month of January, as compared with the same period of the preceding year, were, according to Geo. H. Morgan, secretary of the St. Louis Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	389,648	1,118,494	244,729	669,533
Corn, bushels.....	3,406,092	4,150,956	3,015,425	3,005,777
Oats, bushels.....	872,190	813,434	410,782	368,390
Barley, bushels.....	237,000	206,850	4,621	26,321
Rye, bushels.....	20,300	139,300	30,065	115,478
Hay, tons.....	14,880	12,250	4,160	2,675
Flour, barrels.....	85,350	121,082	152,597	165,685
Bran, ears.....	78	53	145	66
Bran, sacks.....	32,610	15,730	56,145	35,154

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the first 7 months, of the two last crop years, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1893-94.	1892-93.	1893-94.	1892-93.
August.....	414,700	729,300	341,606	1,009,113
September.....	1,881,550	761,750	1,195,733	974,668
October.....	2,340,800	1,452,000	1,810,110	1,150,685
November.....	1,178,650	1,395,350	887,708	1,365,880
December.....	493,900	743,050	383,932	228,060
January.....	183,700	396,550	186,674	323,261
February.....				
March.....				
April.....				
May.....				
June.....				
July.....				
Total.....	6,493,300	5,478,000	4,805,763	5,051,667

RECEIPTS AND SHIPMENTS AT KANSAS CITY.

The receipts and shipments of grain and hay at Kansas City, Mo., during the 4 weeks ending February 3, as compared with the same period of the preceding year, were, according to W. D. Charde, secretary of the Commercial Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	682,200	2,007,600		
Corn, bushels.....	925,400	1,029,000		
Oats, bushels.....	223,000	227,000		
Barley, bushels.....	None.	600		
Rye, bushels.....	12,600	63,000		
Flaxseed, bushels.....	3,600	600		
Hay, tons.....	4,160			
Bran, ears.....				

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 4 weeks ending February 3, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	2,706,180	2,641,550	453,530	649,690
Corn, bushels.....	1,587,090	363,480	788,970	219,310
Oats, bushels.....	159,160	268,340	49,380	273,760
Barley, bushels.....	56,770	175,100	32,430	149,910
Rye, bushels.....	10,050	17,680	3,780	16,600
Flaxseed, bushels.....	35,990	38,370	12,930	57,020
Hay, tons.....	2,339	3,165	60	203
Flour, barrels.....	12,981	24,205	452,332	649,363

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the 4 weeks ending February 3, as compared with the same period of the preceding year, were, according to Geo. M. Lane, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	514,155	591,963	25,305	172,636
Corn, bushels.....	167,366	202,889	99,049	128,329
Oats, bushels.....	168,154	193,833	10,589	6,156
Barley, bushels.....	62,624	137,791	3,524	18,631
Rye, bushels.....	3,827	7,164	4,785	5,933
Flour, barrels.....	15,822	16,110	11,008	11,886

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 4 weeks ending February 3, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	461,500	798,934	63,431	261,350
Corn, bushels.....	131,950	58,360	50,700	36,315
Oats, bushels.....	304,00	433,000	113,798	446,908
Barley, bushels.....	865,720	919,000	195,656	290,315
Rye, bushels.....	71,400	152,380	39,124	101,560
Grass seed, pounds.....	603,516	42,720	924,533	235,160
Flaxseed, bushels.....	23,910	38,340	17,418	36,780
Hay, tons.....	639	679	130	10
Flour, barrels.....	91,118	186,690	148,930	248,913

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 4 weeks ending February 3, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1894.	1893.	1894.	1893.
Wheat, bushels.....	60,000	138,000	62,400	119,050
Corn, bushels.....	1,428,600	1,227,390	578,500	439,440
Oats, bushels.....	563,200	1,210,600	764,200	1,171,500
Barley, bushels.....	199,100	186,200	221,900	131,200
Rye, bushels.....	6,000	15,800	3,600	3,550
Mill Feed, tons.....	165	300	3,972	2,160
Hay, tons.....	6,314	3,350	1,550	2,134
Flour, barrels.....	19,050	28,200	16,950	21,100
Spirits & Liquors, bbls.....	4,026	223	19,008	14,020
Syrup & Glucose, bbls.....	950	1,200	38,970	21,022

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since January 15 has been as follows:

January.	NO. 2 RED W. WHT.		NO. 2 SFG W. WHT.		NO. 2 CORN.		NO. 2 OATS.		RYE.		BARLEY.		FLAX SEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	136 1/2	136 3/4
16	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	139	139
17	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	140	140
18	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	137	137 1/4
19	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	136	137 1/4
20	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
21	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
22	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138 1/4
23	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138 1/4
24	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138 1/4
25	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138 1/4
26	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138 1/4
27	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138 1/4
28	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
29	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
30	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
31	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
1	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138 1/2	138 1/2
2	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	137 1/2	139
3	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	139	139
4	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
5	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
6	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	138
7	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138 1/2	138 1/2
8	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138 1/2	139
9	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138 1/2	139
10	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138 1/2	139
11	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	139
12	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	139
13	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	139
14	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	139
15	60 1/4	60 1/2	60 1/4	60 1/2	34 1/4	34 1/2	27 1/4	27 1/2	...	...	...	...	138	139

For week ending January 20 prime contract timothy sold at \$4.10@4.15 per cental; prime contract clover at \$10.25@14.32 1/2; Hungarian at \$0.95@1.75; German millet at \$0.75@1.20; buckwheat at \$1.15@1.60 per 100 pounds. No. 1 flax on track sold at \$1.15@1.41. The receipts of hay for the week were 8,291 tons, against 4,120 tons for the previous week. The shipments for the week were 1,041 tons, against 1,097 tons for the previous week. The market was dull during the week, the arrivals being large and the market overstocked. Demand was light from all sources. Prices ruled irregular and declined \$1.00@1.50 per ton. Sales of No. 1 timothy ranged at \$9.50@11.00; No. 2 at \$9.50@9.75; mixed, \$7.00@8.50; not graded, \$7.50@10.00; threshed, \$6.50; Illinois upland prairie, \$4.50@7.00; Indiana, \$4.75@6.00; Iowa, \$6.00@8.50 for poor to fancy; No. 1 prairie, \$6.00. Wheat straw sold at \$4.00@5.00; oat straw at \$4.00@5.00, and rye straw at \$6.00@7.00.

For week ending January 27 prime contract timothy sold at \$4.10@4.41 per cental; prime contract clover at \$10.00@14.42 1/2; Hungarian at \$1.00@2.00; German millet at \$0.75@1.20; buckwheat at \$1.15@1.50 per 100 pounds. No. 1 flax on track sold at \$1.14@1.38 per 100 pounds. The receipts of hay for the week were 6,945 tons, against 8,291 tons the previous week. Shipments for the week were 1,415 tons, against 1,041 tons for the previous week. The arrivals were heavy and demand light, with only choice grades selling. Local dealers were the only buyers, shippers doing but little. Sales of No. 1 timothy ranged at \$9.00@10.50; No. 2, \$7.50@8.50; mixed, \$6.00@7.00; not graded, \$6.25@9.25; clover hay, \$6.00; Illinois upland prairie, \$5.00@6.00; Indiana, \$5.75; Dakota, \$6.00; Wisconsin, \$5.50; Iowa, \$4.00@5.50 for poor to fair, and \$6.00@7.75 for good to fancy. Wheat straw sold at \$4.25@4.50; oat straw at \$1.00, and rye straw at \$4.25@6.50.

For week ending February 3 prime contract timothy sold at \$4.15@4.46 per cental; prime contract clover at \$9.90@15.00; Hungarian at \$1.25@2.00; German millet at \$0.75@1.50; buckwheat at \$1.00@1.45 per 100 pounds. No. 1 flax on track sold at \$1.16@1.39. The receipts of hay for the week were 3,497 tons, against 6,945 tons the previous week. Shipments for the week were 839 tons, against 1,415 tons for the previous week. The demand was extremely light and it was almost impossible to effect sales, even at very low prices. Toward the close of the week prices ruled a shade firmer, especially for timothy. Sales of No. 1 timothy ranged at \$9.00@10.50; No. 2, \$8.50@9.50; mixed, \$6.50@7.00; not graded, \$8.00@9.50; Illinois upland prairie, \$4.00; Indiana, \$5.75; Iowa, \$4.00@5.50 for poor and damaged, and \$6.00@8.00 for fair to fancy; packing hay, \$4.00@1.50; bedding hay, \$5.00. Wheat straw sold at \$5.25; oat straw at \$1.50@5.50, and rye straw at \$5.75@6.00.

For week ending February 10, prime contract timothy sold at \$4.15@1.52 per cental; prime contract clover at \$8.90@15.30; Hungarian at \$1.25@2.00; German millet at \$0.85@1.60; buckwheat at \$1.00@1.10 per 100 pounds. No. 1 flax on track sold at \$1.22@1.39 per 100 pounds. The receipts of hay for the week were 1,643 tons, against 3,497 tons for the previous week. Shipments for the week were 826 tons, against 839 tons for the previous week. The market ruled dull during the week. Only a limited inquiry existed and that for choice grades. Coarse, off color and poor hay was about unsalable. Sales of No. 1 timothy ranged at \$9.75@10.25, and fancy at \$10.50@10.75; No. 2, \$9.00@9.50; mixed, \$7.00@8.50; not graded, \$6.00 for damaged and \$8.50@9.50 for good to choice; Illinois upland prairie, \$5.00@6.00; Indiana, \$5.50; Iowa, \$5.00@6.75 for poor to good, and \$7.00@8.00 for choice

to fancy. Wheat straw sold at \$5.75, oat straw sold at \$5.50@6.00, and rye straw at \$7.50@8.00.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, February 10, 1891, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany	60,000	120,000	14,000	40,000	
Baltimore	1,228,000	747,000	203,000	50,000	
Boston	1,166,000	777,000	70,000	19,000	
Buffalo	2,237,000	695,000	54,000	64,000	727,000
do afloat	160,000	37,000	156,000		
Chicago	20,705,000	4,383,000	809,000	230,000	15,000
do afloat	1,001,000	2,783,000	189,000	1,000	114,000
Cincinnati	7,000	24,000	26,000	33,000	
Detroit	1,644,000	19,000	39,000	1,000	6,000
do afloat	707,000				
Duluth	10,097,000	128,000	23,000	31,000	23,000
do afloat	209,000				
Indianapolis	153,000	87,000	75,000	1,000	
Kansas City	541,000	34,000	25,000	9,000	
Milwaukee	871,000		19,000	11,000	98,000
do afloat					
Minneapolis	12,722,000	329,000	41,000	23,000	143,000
Montreal	637,000	4,000	160,000	38,000	49,000
New York	16,074,000	2,047,000	1,469,000	48,000	6,000
do afloat	1,008,000	8,000	118,000		121,000
Oswego	20,000	58,000			170,000
Peoria	122,000	354,000	120,000	2,000	3,000
Philadelphia	364,000	632,000	244,000		
St. Louis	5,110,000	676,000	62,000		47,000
do afloat		75,000			
Toledo	2,817,000	1,152,000	11,000	6,000	
do afloat	140,000	37,000			
Toronto	138,000		34,000		72,000
On Canals					
On Lakes					
On Miss. River					
Grand total	79,878,000	15,316,000	4,067,000	562,000	1,707,000
Corresponding date, 1890	81,390,000	13,462,000	5,954,000	918,000	2,155,000

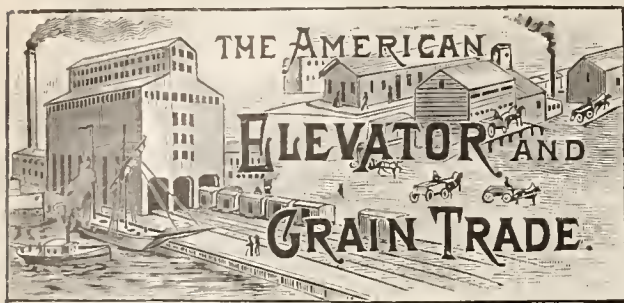
INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of January, 1891, was graded as follows:

Railroad.	White.			Hard.			Red.			No Grade.
	2	3	4	1	2	3	1	2	3	
C., B. & Q.	3	...	...	127	100	...	32	84	34	1
C., R. I. & P.	1	...	...	5	44	...	2	29	34	...
C. & A.	...	...	...	28	7	...	1	81	13	...
Illinois Central	1	...	...	9	18	...	12	62	18	...
Freeport Div.	...	...	...	...	...	...	3	...	...	...
Galena Div. N.W.	...	...	...	5	3	...	4	3	...	...
Wis. Div. N.W.	...	...	...	...	...	...	17	16	3	...
Wabash	1	...	...	1	...	...	4	76	23	1
C. & E. I.	...	...	...	...	...	...	9	15	9	...
C. M. & St. P.	2	...	...	1	3	...	8	20	5	...
Wis. Cent.	...	...	...	...	...	...	...	...	...	...
C. Gr. Western	...	...	...	8	17	...	3	11	6	...
A., T. & S. Fe.	1	...	...	26	231	...	90	71	20	4
Through & Spec.	1	...	...	132	...	...	127	62	6	...
Total each grade	8	2	...	210	555	...	308	531	174	6
Total W. wheat	...	...	...	...	...	...	...	...	...	1,794

Railroads.	Northern.	2			No Grade.	White.			Mixed Wheat.
		2	3	4		2	3	2	
C., B. & Q.	...	38	46	12	...	...	...	13	...
C., R. I. & P.	...	5	9	8	...	...	...	3	8
C. & A.	3	1	...	...	...	...	...
Illinois Central
Freeport Div.
Galena Div. N.W.	...	1	101	11	...	...	...	2	1
Wis. Div. N.W.	...	1	1	...	...	...	...	...	...
Wabash
C. & E. I.
C. M. & St. P.	187	12	...	...	...	1	...
Wis. Cent.
C. Gr. Western	...	1	9	1	...	...	...	2	4
A., T. & S. Fe.
Through & Spec.	...	123	18	4	...	...	...	7	...
Total each grade	...	169	376	50	...	2	7	15	3 14
Total sp. wheat	636	...

Railroad.	1			No Grade.
	1	2	3	
C., B. & Q.	...	16	4	...
C., R. I. & P.	...	4	3	...
C. & A.
Illinois Central
Freeport Div.	...	13	2	...
Galena Div. N.W.	...	6	6	...
Wisconsin Div. N.W.	...	10	4	...
Wabash
C. & E. I.	...	3	...	...
C. M. & St. P.	...	12	...	...
Wisconsin Central	...	1	...	...
C. Gr. Western	...	2	3	...
A., T. & S. Fe.
Through & Special	...	20
Total each grade	...	84	25	...
Total rye	109



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This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

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We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., FEBRUARY 15, 1894.

THE NEW ANTI-OPTION BILL.

The long promised bill of Mr. Hatch has finally been introduced and referred to the ways and means committee under the rule requiring all bills relating to revenue to go to that committee. The first move that Mr. Hatch contemplates is to have the bill taken from that committee and referred to his own, the committee on agriculture. The reason for this is that his own committee will promptly report the measure, while the ways and means committee is supposed to be apathetic in regard to it.

The provisions of the new bill are given on another page, and the reader can judge for himself whether Hatch's promise that his new bill would not interfere with legitimate speculation is borne out in fact. The former bill was a miserable bundle of false pretenses. It was so utterly unreasonable that it never would have been carried out. The new bill is less drastic; it could probably be enforced, and would be death to an immense amount of legitimate business. It would interfere with the present methods of selling against actual purchases of corn cribbed in the West and wheat bought by millers; for it would be impossible for the cribber of corn, for instance, to buy back a portion of his sales for May delivery and sell for July. In both of his bills Mr. Hatch has shown that he knows little or nothing of the way in which the crops of the country are handled. He seems to forget that the crops are harvested in a few weeks, while their consumption is spread over a whole year. Unless he is very blind indeed, he ought to see that the narrowing of speculation can breed only hardship to the farmer; and that by hampering speculation he is making it certain that the farmer will put up the margin instead of the speculator, by taking a price enough smaller to secure the buyer who buys for speculation, against loss.

The bill is said to be aimed against four exchanges only: the Cotton and Produce Exchanges of New York, the Chicago Board of Trade and the Cotton Exchange of New Orleans. Members of these bodies do not seem to be especially alarmed, though many believe it

may pass both House and Senate. Secretary Morton is known to be opposed to legislation of this kind, and it is believed that President Cleveland would refer the matter to him. Secretary Gresham is likewise opposed to all legislation of this kind; and President Cleveland himself, although he signed the oleomargarine bill, is believed to be opposed to interfering so seriously with freedom of contract as the Hatch bill proposes to do.

THE BEST GUESSER.

The February report of the Bureau of Statistics showing the exports of wheat from the United States during January, has not reached us, so we cannot announce in this number the name of the successful guesser.

As soon as it is determined we will send the \$50 to the owner and publish the particulars in our March issue.

THE VISIBLE AND THE INVISIBLE.

Every year or two attempts are made to induce the commercial exchanges to collect and compile reports of stocks of grain at points not included in the visible supply statement issued weekly. The members of the grain trade naturally and properly reason that if they are benefited by knowing the amount of grain in store at 25 points in this country and Canada they would be benefited all the more by knowing the amount in store at 50, 75 or 100 points.

The reports should be as complete as possible. Every storage elevator of 100,000 bushels' capacity and over should be included. The members of the trade know very near the amount that will be required to supply the home demand, and the more complete, the more definite their information regarding the supply in store, the more competent will they be to judge of the quantity we can spare to importing countries. The lack of this reliable information has helped to keep our exports much below what they should have been for the past few years, and has piled up stocks at home which now depress prices over all the world.

Ignorance, like darkness, always interferes with action. The grain trade has attempted to do business by a dim light too long. The clouds should be brushed away and the light of full and complete information should be turned on, so that grain dealers can discern nearer the actual stocks and act more knowingly and advantageously.

WHAT IS THE MATTER WITH WHEAT?

For twelve months past wheat has been engaged principally in the occupation of making low records for itself. Wheat has sold in the west, on the street, for less than corn. Cash wheat in Chicago has sold as low as 53 cents, and May wheat has reached the hitherto unequalled record in Chicago of 58½ cents. The bulls long ago became discouraged, and at times it has seemed as if the market had no bottom. Russia and the Argentine Republic continue to pour cheap wheat upon Europe, and the question uppermost in the minds of farmers, millers and grain handlers is whether wheat is unduly depressed or has found a new level of price, at and around 60 cents, just as formerly "dollar wheat" was considered about the right thing.

It is altogether likely that wheat is both depressed and is also on a lower natural level than formerly. It must be remembered that conditions have changed very greatly in the past few years. Russia, with a vast expanse of fertile country and every facility for raising wheat cheap, has entered the market as a steady competitor. The Argentine Republic is becoming more and more of a factor, and, unlike localities that have become prominent for a year or two, it has a wonderfully rich country for wheat

raising, and one of vast extent. Not only abroad has wheat production moved with rapid strides; but our own country has developed new wheat fields to an extent that would have been deemed fabulous a few years ago. Think of one state counting confidently on a yield of 100,000,000 bushels. It is altogether likely that our production of wheat the past six or seven years has been under-estimated. In no other way can the persistently large deliveries, considering the time of year, in the face of low prices, be accounted for. It is true that for certain reasons farmers sell grain when it is cheap and hold it when it is dear; but there is always a large number of farmers who are not obliged to sell and certainly would not sell at the prices that have ruled for eight or nine months. It is certain that many of them have not sold; yet wheat moves steadily into the market and the mountain of the visible supply acts as a weight to keep prices down.

The future of wheat is certainly not rosy; but it would seem to require a bold man to predict still lower prices. But prophecies of improvement have come to naught and the gloomiest views of the bears have been realized. Still, it would seem that prices are scraping along on the bottom; but with the experience of the last few months still fresh, it requires more nerve than the average man possesses to act on such a belief. We believe that the old prices of wheat have gone, not to return in a hurry; but we also believe that the present low level is not the new and natural level, but below it. There must be more signs of amendment than are visible at present, however, to justify a prediction of higher prices in the near future.

LEGISLATING CROP ESTIMATES.

Senator Pettigrew of South Dakota has introduced a queer resolution in the Senate. Its whereases recite that a number of leading commercial newspapers like *Bradstreet's* and the *Price Current* persistently dispute the reports of the agricultural department relating to the yearly wheat crops and the estimates of the department, "usually largely increasing the quantities beyond those published in the reports and estimates of said department." And the Senator further declares that such printed statements from unauthorized sources largely control the market price of wheat and thereby reduce its price to the American wheat producer. Consequently his resolution commands the Secretary of Agriculture to furnish the Senate:

1. A statement of all the wheat, including the visible and invisible, there was in this country March 1, 1893, together with the entire wheat crop harvested in this country during that year.

2. The amount of wheat that has been used for food and seed purposes between March 1, 1893, and Feb. 1, 1894, the amount of wheat that will be required for like purposes in this country between Feb. 1 and July 1, 1894, together with the amount of wheat and flour as wheat that has been exported out of this country since March 1, 1893, with the surplus available for export between Feb. 1 and July 1, 1894, after deducting the above from the estimated surplus March 1, 1893, and the entire wheat crop of that year, according to the latest information and most reliable experience found in his department.

The first thing about the Senator's move that strikes the average mind is that he has unwittingly given the papers he names a mighty big advertisement. He rightly implies that prices are largely a matter of confidence, and if *Bradstreet's* and the *Price Current* possess the confidence of the public to a larger degree than the reports of the department of agriculture it is something to be proud of.

But the remedy he proposes is the curious part of it. He would cure the ill by furnishing another estimate. The complaint is that people believe unauthorized estimates in preference to the simon-pure, orthodox government article, and the proposition is to have the government make an additional estimate. He ought to provide pains and penalties for disbelieving it in order to make it effectual; or possibly prohibit

the publication of "unauthorized" estimates altogether.

Our sympathies have generally been with the department of agriculture in the attacks that have been made upon it; for we believe that its work has been done as well as the means at its command would permit and that its figures have been honestly made, however mistaken they may have been. But this attempt to boost department estimates into infallibility tends to make the whole thing ridiculous.

Does the Senator know that, according to the infallible estimates to which he wants people to pin their faith, there ought not to be on March 1, 1894, a single bushel of wheat left in the country? Taking the crops reported for the last six years, deducting the exports, consumption and amount used for seed, and there ought to be none left. Instead of this we find a huge visible supply that is steadily depressing prices and an invisible supply that defies all attempts to correctly estimate it.

Let the government collect statistics and make estimates, if it sees fit; but let claims of infallibility be abandoned. Experience with wheat the past twelve months ought to demonstrate that the amount of wheat in the country a year ago and the amount raised the past few years has been under-estimated. There is nothing discreditable about that; but it is ridiculous to attempt to legislate discredited estimates into authority by placing the blame of low prices on "unauthorized" estimates.

TRADE ORGANIZATION.

A Kansas correspondent, who is in the grain and lumber business and has had ample opportunity to judge of the advantages to be gained from trade organizations, suggests that the grain men organize an order something in the line of the Hoo-Hoo's.

No trade has stronger or more active trade organizations than the lumber trade, and no trade has fewer or weaker organizations than the grain trade. No trade is so frightfully burdened with abuses and impositions as the grain trade, and the members of no trade have a field in which combined effort would bring more profitable results.

We would be pleased to hear from every dealer that is in favor of organizing a grain dealers' association. Let your brother dealers know how you stand on this question, and what in your opinion should be done to secure an active organization.

At present the members of the grain trade must fight for their rights single-handed and against great odds. Much would be gained and nothing lost by organization.

THE BUFFALO ELEVATOR POOL.

The Buffalo elevator pool has grown weary of buying large elevators to keep in idleness, so has commenced to circulate reports about Buffalo having too many elevators and that some are now falling to pieces after years of enforced idleness. It is not reported, although true, that their idleness is enforced by the pool as a danger signal, warning men with spare cash to invest against entering so unprofitable a business.

Some of the idle houses were built especially for transferring grain from lake vessels to canal boats. As the pool is decidedly opposed to any grain being shipped by canal, it has dismantled some of these houses and reduced the facilities for handling canal grain below that required during the busy season.

This fact, together with the exorbitant and illegal charge levied upon all grain transferred by the pool's houses, has prompted capitalists recently to build new houses, and has induced the friends of the Erie Canal to introduce again in the New York Legislature that obnoxious bill which proposes to do an unconstitutional

thing—the erection of grain transfer elevators at Buffalo and New York by the state. The pool is fighting the bill and attempting to discourage the promoters. If the bill is passed the fight against the enforcement of the law will be waged just as vigorously.

The elevator-railroad pool is determined to drive the canal out of the grain-carrying trade, and it does not propose to permit the enactment of any law which will reduce its power to levy a tax upon all grain passing through Buffalo and to discriminate against grain carried by the canal. The pool has been compelling the trade to pay dividends upon idle houses for a number of years, but it is doubtful that it will succeed in continuing the robber's policy much longer.

REGULATING SIZE OF TESTER IN OHIO.

The nearsighted farmers in the Ohio Legislature are attempting to have a bill passed requiring all tests of grain to be made in a half-bushel measure. The smaller grain testers they wrongly claim are unreliable, so they propose to stop the use of such and allow tests to be made in half-bushel measures only.

It does not matter how expensive such a change would be to the members of the trade, or how much inconvenience it would cause them, the farmer's whim must be carried into effect.

The grain dealers at country points in Ohio are impressed, no doubt, by the work of the Cincinnati Chamber of Commerce in having the bill so amended as not to interfere with the trade on 'Change, and to apply only to sales made by producers to first buyers. Had the buyers at country points been well organized, they might have had the bill amended so as to apply only to trades made at grain centers, or better still, they might have defeated the bill. Not being organized, the country buyers do not attempt to protect themselves.

However, it is doubtful if the bill will ever make country dealers any trouble, even if passed. As amended, it discriminates against the country buyers, and permits those who buy grain from a country shipper to use a tester which he is forbidden to use in buying. In other words, the country buyer must use the big, awkward tester when buying, but the city dealer can use any he desires. Such discrimination is unjust and the law would be unconstitutional. If ever the point is raised in the courts, it will be decided so very quickly.

OWNERSHIP OF STORED GRAIN.

When a country elevator man, who has been doing a storage business as well as a general grain business, fails, should the stored grain be turned over to the assignee as an asset or be kept exempt for the holders of the storage certificates?

This is a point upon which the lower courts of the different states frequently disagree. It would seem that rightly the wheat when stored separately from warehousemen's grain should be kept for the holders of the storage certificates, yet the courts sometimes decide differently. Where the identical wheat received for storage is not held against the certificates there is stronger ground for maintaining that the wheat in the house at time of assignment should be treated as an asset of the elevator man.

An Ohio court has recently decided that the wheat of farmers stored in the elevator was an asset, and the holders of certificates creditors of the same standing as other creditors. When a Bloomville merchant failed he had grain in his elevator stored for farmers. The farmers had the elevator man indicted for converting their property to his own use. He was tried and acquitted on the grounds that he had turned over all his property to the assignee for the

benefit of creditors, and the farmers must take their chances with the balance of the claimants.

It is reported that the traffic managers have decided to put hay back in the sixth class and make 20,000 pounds the minimum weight for carload rates. The protests of the hay dealers' organizations and of the hay trade press were too much for the promoters of this latest railroad imposition. What a sweet, pleasant time the traffic managers would have were it not for the trade press, which points out the wrongs and arouses the members of the trade to action.

The *Mark Lane Express*, in its last review of the wheat market, takes an unusually gloomy view of the future. It says that the quotation at London for English wheat, 26 shillings per quarter, the lowest on record, shows the hopeless bankruptcy of wheat growing, and advises British farmers not to plant a single acre of spring wheat. Its advice is sound. There is no possibility of the British farmer's growing wheat at such a price, save at a loss to himself. They ought to let us grow the wheat.

The millers at Hankinson, N. D., have been trying to monopolize the wheat shipping business at that station, and a wheat buying war resulted. At last reports the elevator men and the millers were paying 5 cents above its value in Duluth plus freight, which any country buyer will admit shows that the parties possess superior wisdom. The elevator men claim that millers should confine themselves to flour and let shipping of wheat alone, while the millers claim the right to manage their own business as suits them best without dictation from old-line wheat buyers. The millers, taking in more wheat than they can grind, are obliged to ship it and have about 150 carloads already sold in Duluth. Both parties are losing money.

The Adams Cable Codex which is advertised in our book list is a small volume which contains an abbreviated system for transmission of messages by cable. The matter is condensed in small space and well arranged so that it is easily understood and utilized. It contains over 160 pages of sentences especially adapted to the general requirements of those who travel for business, health or pleasure. The saving in expense with the code, especially to those who have to use the cable lines, is very great, the difference in one message invariably amounting to many times the cost of the code. It contains sentences covering and referring to arrival and departure, letters and telegrams, business, financial matters, letters of credit, drafts, buying and selling, condition of market, standing of firms, sterling money, United States money and a large number of pages of miscellaneous sentences.

The state elevator bill has been resurrected in the New York State Legislature, but it will never pass. By it \$360,000 is appropriated for building one storehouse grain elevator and two floating grain elevators. The former shall have a transfer capacity of 3,000 bushels an hour, and a storage capacity of not less than 350,000 bushels for each twenty-four hours when filled. The latter shall be capable of elevating and transferring not less than 10,000 bushels an hour. These elevators must be built by contract by the Superintendent of Public Works, and be ready for use on August 15 next. All three shall be located at the port of Buffalo. The maximum charge for elevating and transferring grain is fixed at one-fourth cent a bushel from lake vessels to canal boat, and the same rate for the storage of grain for ten days or any part thereof. These fees will go to the state. The law could not be enforced, if passed, and even if passed and enforced the service given by the state politicians would be so poor as to forbid the use of the elevators by the trade.

EDITORIAL MENTION

THINK of it! A pound of oats worth as much as a pound of wheat!

THE grain dealers of the country should organize. If not, why not? Let us have your opinions on the subject whether you agree with us or not.

THE grain buyers of Aberdeen, S. D., and vicinity are attempting to organize for mutual protection. A thing they should have done years ago.

THE Hay Dealers' Association of Cincinnati is one of the active organizations which promptly protested against the change in the freight classification of that product.

THE Chicago Board of Trade tower, ship and all, is to come down and be replaced by one less than half as high, but twice as safe. The new tower will cost from \$20,000 to \$25,000.

JAMES L. REID, Delavan, Ill., who advertises his Premium Seed Corn in this issue, will be pleased to send cards for distribution among farmers, to grain dealers who will drop him a postal card.

THOSE connected with the production and marketing of wheat in the Pacific Northwest are striving to save a little of that damaged by exposure to rains. So far their efforts have been almost in vain.

RUSSIAN journals are commenting in anything but a pleasant strain on the French policy of raising the grain duties. And yet it is only a few weeks ago that the French and Russians were hugging each other.

ALONG with her other trials, Italy is enjoying a first-class row as to whether duties on grain shall be increased. The commercial bodies of nearly all the larger cities have strongly advised the government against such a course.

IF you want a partner, plant or second-hand machine make use of our column devoted to "Miscellaneous Notices." This journal reaches more members of the grain trade than any hundred journals or newspapers published.

TERMINAL elevator men are still docking receipts for future shrinkage and the country shippers tolerate the theft with little complaint. As long as the shippers do not make a determined fight against this robbery it will be continued.

CLOVER seed has brought such good prices this season that many farmers will plant a larger acreage next season, and many who have had no experience will try their hand with this crop. The result will be a large crop and lower prices.

MOST people suppose that the attempt to force the state of Minnesota into the elevator business had been foiled, but Ignatius Donnelly says he proposes to stay by the state elevator fight to the bitter end. It is to be hoped that he will find that his farmer constituents are of the opinion that the end has come and is very bitter. The men now engaged in the elevator business in Minnesota and other states are per-

fectly competent to take care of the business, and no state competition, with a gang of politicians in charge, is wanted.

SEND us the condition of the growing crops of your district. No one can give more reliable crop reports than country grain dealers and millers. Send us the acreage planted and condition of the growing wheat whenever you write!

WE are sorry to inform our readers that the large export hay trade which has been boasted of so frequently by many connected with the trade is not so very large after all. In fact the exports last year were 7,012 tons less than the imports.

ATTENTION is directed to the new advertisement of Frank Kaucher, St. Joseph, Mo. Mr. Kaucher will be pleased to hear from those who have need of such service as he offers. He is also the patentee of the Kaucher Mixing and Grading System for large elevators.

WANTED—Government reports on crop conditions that will be reliable and consistent and earn as well as retain the confidence of those connected with the trade. Anyone who can point out a sure way to obtain such reports will confer a great favor by writing to the editor of this journal.

ILLINOIS had a husk factory at Peru. It was burned but will be rebuilt, and like the country warehouses equipped with flax brakes will supply stock to upholsterers and furniture manufacturers. We are advancing rapidly in the utilization of what we have considered heretofore waste product.

PEORIA is one of the best grain markets in the country, and one of the best-known commission firms is located there. This is the firm of P. B. & C. C. Miles, a firm of long standing and well-known reliability. They do business on business principles and will be pleased to hear from shippers.

IT was expected that the eastbound roads would reduce the rates on corn to 20 cents to stimulate traffic; but the majority of the roads voted against it. They certainly made a mistake, as shipments would seem bound to fall off more and more as the time for the opening of navigation approaches.

AN effort is being made to have the Minnesota Railroad and Warehouse Commission reduce the freight rate on wheat from Moorhead to Minneapolis and St. Paul. As usual the railroad company is presenting volumes of statistics at the hearing to show how small a dividend it has paid upon its watered stock.

EDWIN P. DICKEY of the E. P. Dickey Fanning Mill Company, Racine, Wis., died of apoplexy on the morning of January 28. He was 70 years old. He was born at Leroy, N. Y., and had been in Racine nearly 50 years, during a large part of which he had been engaged in the fanning mill business.

YEARS ago, back in the sixties, Hiram Wheeler, who was the most important figure in the grain trade of the West, built a house in Wabash avenue in Chicago that was a wonder in those days. It was one of the sights of Chicago. This old home is now on the edge of the business district, and is soon to be torn down. It would not be noticed now, except for its remarkable plainness; and yet this house cost more than the six-story steel building which is

to replace it. This shows the changed conditions in the building trade; but the grain trade itself can show changes quite as surprising.

THE patents of machines and devices used in the grain trade which expire will be published with those issued hereafter in each issue of this journal. Many patents used in the grain trade have expired and are now public property, although that fact is known to few besides the patentee. Henceforth our readers will be kept posted regarding the expiring patents.

THE National Board of Trade, which met at Washington on January 23, ignored Mr. Hatch's proposed bill, altogether. This was either from a feeling that it stood no chance of running the gauntlet of the President's veto, or else because business was so poor that even the ingenuity of Mr. Hatch could make it no worse. Possibly the silence was due to a combination of these two convictions.

AMONG the new advertisements in this issue, the reader will note that of The Knickerbocker Company of Jackson, Mich., advertising the Cyclone Dust Collector. The "Cyclone" has made an enviable record in mills, elevators and other dust-producing establishments, and thousands of them are now in daily use. The manufacturers will be pleased to correspond with grain men who wish to perfect their equipment.

THE Jeffrey Manufacturing Company of Columbus, O., are among the favored ones, judging from reports of recent sales and the continued demands for their chain belting and conveying machinery. They claim to manufacture the largest line of chains made by any manufacturer, so that they can supply all wants in their line. Catalogues describing their chain specialties, wire cable conveyors and mining machinery may be had on request.

COUNTRY buyers who issue tickets against grain left in their elevators will be interested in the decision of the Supreme Court of Minnesota which is published in this issue. Buyers cannot be too careful about the wording of such tickets. Unprincipled farmers and tricksters are ever on the watch for a chance to bleed the unwary. Make each ticket issued state explicitly what you agree to do, and that you will not assume risk of loss by fire or other accidents due to causes other than your carelessness. Care in this matter will prevent lawsuits and save money to elevator men.

A CORRESPONDENT whose views are published in this number agrees with us in maintaining that the stocks at many points not now included in the visible supply reports each week should be given. The reports are incomplete, but could, with very little extra labor, be made to include the stocks at every prominent grain storage point in the country. If the grain stocks at many points are not soon included the visible reports compiled by the commercial exchanges will be of little value to the trade. The reports should be supplemented with a report of the stocks in private houses also.

LAST spring an elevator at Miltonvale, Cloud county, Kan., was destroyed by fire. The fire was supposed to have originated from a spark from a Santa Fe engine. The owner of the elevator claimed damages and sued the railroad company for \$2,000, the value of the house. The District Court has just given judgment for the plaintiff in the full amount. It is right that every man or company should be required to so conduct his business as not to endanger the safety of adjoining property. If his carelessness causes loss he should stand it. Smoke-

stacks should be provided with good spark arresters, then the owner of the engine which emits sparks has some ground for defense.

We publish in this issue the views of a contemporary on "Shippers Should Keep Producers Posted," which should be read by every country buyer. By publishing in the local papers the prices he is paying for each kind of grain the country buyer attracts the attention of many farmers. The farmers become better acquainted with the buyer. The publication of market prices establishes confidence in the buyer's methods and makes him many friends.

Not a little excitement existed last week at Montreal on account of the deep plunge that wheat took in Chicago. Montreal has always been a lively speculative center, and the losses of its speculators are said to amount to "millions" by the fervid imagination of newspaper men. Whatever exaggeration there may be in the amount of the losses, it is quite certain that a lot of wheat bought at a figure close upon 80 cents was unloaded at about 60 cents. The tendency of wheat to make a new record every week certainly had a tendency to discourage even the most enthusiastic bulls.

SENATOR GEORGE is a whole-souled anti-optionist. His bill "sees" the Hatch bill and goes it several better. It makes dealing in futures punishable by fine and imprisonment, and declares exchanges to be unlawful combinations to obstruct commerce. We don't see why his bill stops there. He might just as easily prescribe death as the penalty for dealing in options and confiscate the property of the public exchanges. His bill was introduced for "buncombe;" it will satisfy his constituents, or some of them, with "professional farmer" tendencies, and that is probably all he cares to do.

THE grain men at Kansas City are hopeful and possibly imaginative. When the snow fell on Kansas' 4½ million acres of wheat, some of them declared that Kansas would produce 100,000,000 bushels of wheat this year. On a somewhat less acreage Kansas raised nearly 75,000,000 bushels in 1892, and the increase does not look too large in optimistic eyes. "It means 50,000,000 bushels of wheat at Kansas City," declared one grain man. That is a pile of grain, and this is only February; but Kansas does some very surprising things; perhaps the wheat crop of 1894 will be one of them.

In this number under the head of "Latest Decisions" we publish a decision of the Court of Appeals of West Virginia by which the unjust demurrage charge was sustained. The court failed to recognize the fact that the demurrage charge is not levied for the purpose of increasing the shipping facilities, but for the purpose of bleeding the shippers who are dependent on one road, or are not brave enough to stand out against the imposition. The charge is not levied on large shippers at competing points, and we doubt it ever will be. The small shippers should organize and fight this imposition, for they will be taxed until they do.

In a recent letter the Charter Gas Engine Company of Sterling, Ill., write us that the results of their business in 1893 were much better than expected, and that at the present time inquiry is brisk. They have lately shipped engines as far as Arizona on one side and Maine on the other, the parties setting up and starting the engines by printed directions. At the annual meeting of the company on January 16, the same officers were elected—G. M. Robinson, president and treasurer, and Wm. S. McCloy, secretary. We may note that Mr. Robinson has completed his majority in business, having

been with the same concern, of which he is now the head, since Jan. 1, 1873.

If the Erie Canal is improved as is proposed and grain is carried from Buffalo to New York for two cents a bushel we can ship grain from our fields in the Northwest at much less cost for transportation, and give other exporting countries a much harder fight for the trade of importing countries. Much Canadian grain also would be exported via the Erie.

DOTS AND DASHES.

The total inspected receipts of wheat in St. Louis during 1893 as reported by Chief Grain Inspector Joseph O'Shea was 13,212,118 bushels, with shipments of 13,087,905 bushels.

A farmer in Porter County, N. Y., claims to have fed 1,200 bushels of wheat to cattle and hogs. Another has fed 500 bushels. They claim that it pays them 75 cents a bushel.

The state of Minnesota has an elevator site for sale; at least the state owns valuable ground purchased for that purpose in Duluth which the Supreme Court says it shall not utilize for that purpose.

Charles H. Toan of Perry, N. Y., has received a \$100 prize from a seed company for growing the largest crop of wheat off one acre of land. The yield was a little over 45½ bushels per acre.

The grain storage capacity of Manitoba and the Northwest territories, including the elevators at Port Arthur, Fort William and Keewatin, now amounts to 11,817,100 bushels, an increase of 350,000 bushels last year.

Every shipper expects to allow himself a reasonable margin, and this is also expected by the farmer. When you do not allow yourself this margin, you are doing yourself an injustice and you had far better allow some one else to handle the produce.

Mrs. Lucy Wickham, wife of John W. Wickham, Jr., of the firm of Wickham & Co., Huron, F., fish and grain merchants, has, it is reliably reported, fallen heir to a fortune of \$200,000, by the death of her father, the late General John W. Sprague of Tacoma, Wash.

During the month of January 1,627,269 bushels of corn were exported from the port of New Orleans, La., according to Robt. McMillan, chief inspector of the New Orleans Board of Trade, Ltd., compared with 332,318 bushels exported in January, 1893. During the same month 513,345 bushels of wheat were exported, compared with 1,491,677 bushels exported in January, 1893.

From the fact that a few lots of hard wheat have been sold at Chicago and at Milwaukee recently, says a prominent Chicago wheat broker, it is asserted that the milling demand is increasing. In ordinary times such transactions are of almost daily occurrence and excite no comment. The only thing about them now is their extreme rarity.

Among fire losses on grain elevators in Canada during 1893 were the following: In February the elevator at Alexandria, Ont.; in May the elevator at Alexander, Man.; in July the elevator at Montreal, Que.; in September the elevator at Griswold, Man., at Hamilton, Ont., and at Burlington, Ont. Total loss, \$87,000, with total insurance of \$61,400.

The receipts of clover seed at Toledo, O., during the week ending February 3 were 2,595 bags, and the shipments 3,491 bags. In the corresponding week in 1893 the receipts were 1,208 bags and the shipments 3,377 bags. From September 1 to February 3 the receipts were 108,590 bags and the shipments 93,594 bags. From September 1 to February 4, 1893, the receipts were 56,952 bags and the shipments 40,444 bags.

The Chicago *Bulletin* says: Some of the leading members of the Board of Trade are protesting against the posting of the "Bradstreet's" figures. The only remedy is to enlarge the "official visible supply" so as to include a few more leading markets and the trade will not have a surfeit of these figures. The present policy is like that of the boy who cut off the canine tail an inch at a time on the theory that "it did not hurt so much." A year or so ago we earnestly recommended the above, but we suppose that the additional

expense may be the reason for not expanding the official statement of the visible. But so long as individual enterprise furnishes the enlarged figures, it seems to us unfair to ignore them.—*Toledo Market Report*.

According to *Bradstreet's* the available stocks of domestic wheat east of the Rocky Mountains on January 1 was 99,542,000 bushels, of Indian corn 11,333,000 bushels, of oats 5,602,000 bushels, of barley 3,038,000 bushels, and of rye 717,000 bushels. The available stocks on hand on January 27 were, wheat 99,527,000 bushels, Indian corn 18,057,000 bushels, oats 5,660,000 bushels, barley 2,616,000 bushels, and rye 732,000 bushels.

The statistical information received in this country from Europe is almost valueless to the trade. This is particularly the case with the reports given of the quantities of flour and wheat afloat for Europe, and the shipments of grain from Russia, India, Argentine and Australia. Two or three statements are sent to this country weekly, and sometimes represent very wide differences—so much so that the trade regard them as worthless. It would seem a reasonable suggestion that the leading commercial organizations in Europe could adopt some plan by which these statistics could be collected and given to the public, and in a measure at least succeed in restoring confidence in them among the trade.—*Trade Bulletin*.

RULES FOR GRADING AT GALVESTON, TEX.

Choice timothy hay shall be pure timothy, sound, bright color and well cured.

No. 1 shall be free from clover and contain not more than one-fifth of other tame grasses mixed, good color, well cured and free from must.

No. 2 shall be free from clover, and not more than one-third of other tame grasses, well cured and free from must.

Choice clover mixed shall be timothy hay, sound, with a bright color, and contain not more than one-eighth clover.

No. 1 shall consist of timothy and not more than one-fifth clover mixed, well cured and free from must.

No. 2 shall consist of timothy and not more than one-third clover mixed, well cured and free from must.

Choice prairie to be sound, bright green, free from sticks, weeds, foreign and discolored grasses.

No. 1 to be bright green, reasonably free from weeds, foreign and discolored grasses.

No. 2 all sound hay not fit to grade No. 1.

South Texas Prairie.—Same as above on prairie hay.

Rejected.—All hay not sufficiently good to grade No. 2.

AMERICAN WHEAT IN BAGS AT LIVERPOOL.

Our consul to Liverpool, James E. Neal, reports that the grain and breadstuffs exported to Liverpool from the United States consist almost entirely of wheat, maize, oats and flour. Some barley, rye and meal are also imported. It is very rare for any grain to be shipped from Atlantic ports in bags, as it is nearly all sent out in bulk.

This being the case, only wheat and barley, oatmeal and hominy that are exported from the Pacific Coast will be considered in regard to the best manner of packing for export. Wheat and barley from the Pacific Coast are exported annually to Liverpool to the amount of over 1,000,000 tons. This is shipped entirely in jute bags, each holding about 130 pounds, and strong enough to stand one voyage and sometimes two voyages without injury. The grain is put into these bags in the fields and then conveyed by cart, railway truck or barge to the ocean vessel. Here the sowing is done by hand, the use of hooks and knives being strictly forbidden. When the grain is discharged in Liverpool small hooks are used by the stevedores to pull the bags to the sling at the hatchway, and again to pull the sling of five bags at the side of the hatchway. The hooks make small holes in the bags by which a few grains escape, but their use greatly facilitates operations. A more expensive bag would become a tax on the original seller, which he is unwilling to incur. The present style is considered fairly serviceable.

ELEVATOR

GRAIN NEWS

Send us the grain trade news of your district.

A new elevator is expected to be built at Galesville, Wis.

Shuler & Co. expect soon to put up an elevator at Keokuk, Ia.

F. W. Sisson, dealer in grain at Ainsworth, Neb., has sold out.

A large elevator will be built at Rossville, Ill., by Andrews Bros.

It is expected that a new brewery will be erected at Lansing, Mich.

T. Tucker, grain dealer at Iowa Falls, Ia., has gone out of business.

A new rice mill has been established at Ocala, Fla., by J. W. Mann.

J. T. Baughan, grain dealer and miller at Thurman, Ia., has sold out.

A. Edson & Son, grain and feed dealers at Blencoe, Ia., have sold out.

A grain elevator will be erected at Houston, Tex., by F. W. Heitman.

Jeffrey & Co., grain dealers at Almena, Kan., have dissolved partnership.

A grain elevator will be built at Qu'Appelle, Man., by Joyner & Elkington.

Frank Puls, dealer in grain and live stock at Hastings, Neb., has sold out.

A new elevator and flour mill is in process of construction at Caney, Kan.

W. L. Wilson has recently started into the grain business at Beatrice, Neb.

Stroup & Worrell, dealers in grain and coal at Maywood, Neb., have sold out.

Coffin & Seeton, dealers in grain at El Paso, Tex., have dissolved partnership.

Johnson & Cook, dealers in grain at Clayton, Mich., have dissolved partnership.

C. C. Davis & Co., grain dealers at Seward, Neb., have dissolved partnership.

The elevator of the Corsicana Roller Mill at Corsicana, Tex., has been rebuilt.

Jacques & Schaupp has succeeded A. Schaupp, grain dealer at Ashton, Neb.

Mr. Seymour of Kenton, O., has purchased the grain warehouse at Bell Center, O.

J. M. Murray is building an addition to his large grain elevator at Eureka, Ill.

A grain elevator with a capacity of 20,000 bushels will be erected at Rhome, Tex.

Joseph S. Stigler, a hay shipper at Terre Haute, Ind., has removed to Marley, Ill.

W. H. Hutchins & Son, grain dealers at Parkhill, Ont., have dissolved partnership.

The 50,000-bushel elevator of McLeod Bros. at Marietta, Kan., is about completed.

Thos. F. and Geo. E. Faw, grain dealers at Gonzales, Cal., have dissolved partnership.

Howard Bros., dealers in hay and lumber at Hayfield, Ia., have dissolved partnership.

J. D. McKenney has closed the Empire grain warehouse at Bradley, S. D., for the season.

A. Fisher has succeeded to the business of Jefferay & Co., dealers in grain at Almena, Kan.

Work on the new elevator of D. M. Andrews & Co. at Blairsburg, Ia., began on February 5.

A rice elevator will be erected at New Orleans, La. It will be the first of its kind ever built.

The R. S. Taylor Grain Company has recently started into business at Memphis, Tenn.

The Childs-Heinrich Elevator Company of Glencoe, Minn., has filed articles of incorporation.

The Scioto Grain Company is a new corporation to enter the grain business at Chillicothe, O.

Van Buren & Son have started a feed and flour exchange at their elevator at Shickley, Neb.

Burdick, Wheeler & Co. have entered upon the grain commission business at Fargo, N. D.

During the five weeks ending with January 20 the number of cars of wheat inspected at Winnipeg, Man.,

was 389, compared with 949 cars inspected during the corresponding weeks of 1892-93.

Nye & Schneider of Fremont, Neb., shipped 49 cars of grain from their elevator on January 13.

H. F. Thomas, hay and grain dealer, formerly of Brookfield, Mass., has removed to Gardner.

Johnson & Cook, bankers and dealers in grain at Clayton, Mich., have dissolved partnership.

Miller & Ryan, grain dealers of Lincoln, Ill., have sold their branch office at Bloomington, Ill.

Steel & Williamson, grain and flour merchants at Montreal, Que., have dissolved partnership.

H. McElroy & Sons of Carp, Ont., will build a grain elevator in connection with their flour mill.

J. W. & J. D. Smith, dealers in grain, hay and coal at Britton, Mich., have made an assignment.

Bert Deull, grain and coal dealer at Haddam, Kan., has been succeeded by the firm of Deuell Bros.

An elevator will be built at Red Lake Falls, Minn., in connection with the roller mill at that place.

The directors of the Freeman Mill at Superior, Wis., have decided to build an elevator in the spring.

The elevators at Falls River, Kan., are being equipped with the Dickey Warehouse Cleaners.

A new elevator will be erected at Rushford or Peterson, Minn., by the farmers of Highland Prairie.

Al Tauton of Grand Harbor, N. D., has purchased about 75,000 bushels of wheat during the season.

Hamilton & Kearney have purchased the grain and lumber business of M. H. Sauser at Cascade, Ia.

Grain has been coming in very rapidly lately to the elevator of A. B. Putebaugh at Milledgeville, Ill.

Foster, Marvin & Haynes at Jacksonville, Fla., are doing a very extensive business in hay and grain.

Orson O. Fox has succeeded Packman & Fox, dealers in grain and feed at Pleasant Prairie, Wis.

The firm of Mitchell Bros. at Oregon, Ill., have been doing a very good business since the holidays.

Geraghty & Feely have leased the Griebie Elevator at Farmington, Minn. It was opened on February 1.

W. M. Briggs & Son have succeeded to the business of W. M. Briggs, dealer in grain at Shelbyville, Mich.

The Northern Elevator Company has purchased the elevator owned by R. S. Alexander at Treherne, Man.

Farmers at Chaska, Minn., are reported as disgusted with the raising of wheat, and will raise pork instead.

The elevators at Frontenac, Minn., have been handling more Wisconsin grain than in any previous season.

E. S. Woodworth & Co., a grain commission firm of Minneapolis, Minn., have filed articles of incorporation.

The grain shipments from M. S. Slattery & Son's elevator at Galena, Ill., have been averaging a carload a day.

The Glucks Brewing Company has been incorporated at Minneapolis, Minn., with a capital stock of \$200,000.

The elevator at Hampton, Minn., has been placed in operation and is receiving a considerable amount of wheat.

The business men of Yankton, S. D., have completed negotiations for the establishment of a distillery at that place.

The firm of Packman & Fox, dealers in grain, feed and salt at Pleasant Prairie, Wis., have dissolved partnership.

Edward McReynolds of Armstrong, Ill., has moved to Bloomington and will engage in the grain business in that city.

Miller & Son of Taintor, Ia., have bought an Overblast Separator, made by the A. P. Dickey Manufacturing Company.

A glucose factory with a daily capacity of 20,000 bushels of corn will be built at Petersburg, Ill., by a Peoria syndicate.

The Girard Grain & Lumber Association of Girard, Ill., has certified to a dissolution and made a surrender of its charter.

J. B. Meyers, wheat buyer at Crescent Hill, S. D., has closed the elevator at that place and departed for Alexandria, Minn.

John A. Hubbard & Co., rice dealers at New Orleans, La., have assigned. Assets \$114,859, with liabilities of \$153,681.

The failure of the Central Elevator Company of Cincinnati, O., has been announced. Assets \$3,406.98, liabilities \$39,160.70.

Stephen F. Sherman, who was convicted two years ago of stealing wheat and grain through elevators at Buffalo, N. Y., has been pardoned by Gov. Flower.

He says he was guiltless of intentional wrong doing and has expressed his determination to regain his good name.

W. R. Vanderveer, grain dealer at McCool Junction, Neb., has left the grain business and gone to Colorado to engage in mining.

H. F. Thomas has withdrawn from the firm of S. H. Hall & Co., wholesale grain and produce dealers at Minneapolis, Minn.

There were 382 cars of grain shipped from Mapleton, Minn., during the year 1893. Seventy-five cars of this amount were flax.

There are estimated to be fully 100,000 bushels of 1891 and 1892 wheat in the granaries of farmers in Meeker County, Minn.

S. R. Wright has succeeded S. W. Kurry as wheat buyer at Tennessee, Ill., for the firm of Buckley, Pursley & Co. of Peoria, Ill.

Wheat is in good demand at Davenport, Ia., and nearly every kind of grain finds a ready market at the feed stores and elevators.

The Farmers' Grain Elevator Company at Malmo, Neb., has changed the style of the firm name to the Malmo Grain & Stock Co.

The firm of Wilcox & Dazey, grain dealers at Watseka, Ill., has been dissolved. The business will be continued by Mr. Wilcox.

The Dickey Warehouse and Elevator Grain Cleaners have lately been placed in the elevators at Milwaukee, Wis., and in Laredo, Tex.

S. N. Handy, hay and grain dealer at Boston, Mass., has failed, with nominal assets of \$20,000 and liabilities amounting to \$16,000.

The new elevator of the Canadian Pacific Railroad at St. John, N. B., is giving much satisfaction in the working of its machinery.

C. A. Black, who recently purchased the mill at Cherryvale, Kan., is constructing an elevator with a capacity of 10,000 bushels.

The engine has been placed in the new elevator at Maquon, Ill., owned by Mr. Werig, and grain is being handled in large quantities.

B. F. Shaubut has petitioned the court to appoint a receiver for the Seattle Terminal Railway and Elevator Company at Seattle, Wash.

B. F. Croft of Albion, Ind., writes us that the new elevator which he has built at that place in connection with his mill is completed.

The German-American Brewing Company of Buffalo, N. Y., will erect a new brewery of 120,000 barrels' capacity to cost \$100,000.

The Milmine Elevator Company at Milmine, Ill., have certified to a dissolution of organization and made a surrender of their charter.

Farmers throughout the state of Washington will make an effort to have the next legislature pass a law providing for state grain inspectors.

The Schreiner-Flack Commission Company has purchased recently the Star Elevator, situated on the Conlogne road at East St. Louis, Mo.

E. F. Tubbs of Addison, N. D., received over 3,000 bushels of wheat at his elevator at Addison, N. D., during the week ending February 10.

At the close of January the water in the basement of the Latah Grain Elevator at Latah, Wash., had reached the lower part of the great bins.

C. G. Bosh, a grain merchant of Davenport, Ia., was swindled out of \$16 by a confidence man on January 18 while en route for Louisville, Ky.

A firm in Minneapolis, Minn., has been advertising for Washington wheat, offering to pay the highest market price for wheat, either wet or dry.

Cyrus Yost of Myerstown, Pa., besides the grain business which he is carrying on at Jonestown, has entered into the coal business at Myerstown.

George Miller, a grain dealer at Burket, Ind., was recently placed under arrest, charged with selling 6,000 bushels of wheat belonging to farmers.

R. M. Perry has sold his interest in the grain business at Claytonville, Ill., to his partners, who will carry on the business under the firm name of Kaufman Bros.

The Farmers' Elevator Company of Grand Forks, N. D., have made arrangements to commence work at once on a new elevator, which they will build at Superior, Wis.

The Northern Elevator Company has purchased the elevators of Nicholas Bawlf of Winnipeg, Man., located at Birtle, Hamiota, Macdonald Station, Midway and Russell.

The grain men of St. Louis, Mo., show considerable anxiety over the cut rate from Missouri River points which is supposed to favor Kansas City and Chicago and to work against the St. Louis grain interest. A

protest has been entered by the trade, who are doing all they can to have what they consider an unjust discrimination corrected.

The elevator of Fuller, Smith & Fuller at Scribner, Neb., has been purchased by C. W. Marquardt, who will engage in the grain business at that place.

H. V. Miller of Hull, Ia., has purchased the elevator at Bigelow, Minn., from Close Bros. The elevator will be entirely refitted and made ready for business.

Atkinson & Co., grain dealers at Winnipeg, Man., have sold their elevator at Elkhorn, and grain warehouse and machinery at Methven to the Northern Elevator Company.

G. C. Murray, a grain buyer at Oneida, Ill., for G. W. Barnett of Galesburg, attempted to commit suicide on the afternoon of January 27 by shooting himself in the head.

The number of bushels of grain mashed by Kentucky distilleries in operation on January 1 aggregated 20,389 bushels, against 63,523 bushels for the same time last year.

During the month of January, Tacoma, Wash., grain merchants spent over \$580,000 in the purchase of wheat. The grain trade along the coast has been very brisk for some time.

The new flax mill at Austin, Minn., is approaching completion. Its construction will enable the farmers to receive considerable money for a product which has heretofore been wasted.

Stagnation in the European wheat market, coupled with unusually low prices, resulted in piling up nearly 20,000,000 bushels in the elevators in New York, N. Y., at the close of January.

The National Elevator Company has been incorporated at Kansas City, Mo., with a capital of \$12,500. The incorporators are S. C. Lee, E. O. Moffett, George E. Thayer and others.

J. B. Griswold's large grain warehouse at Baker, Ore., is about completed. The building is 40x100 feet, two stories high and conveniently arranged for handling grain on an extensive scale.

The last report of the Eastern Elevator Company at Buffalo, N. Y., shows that its assets are \$1,000,000 and its liabilities about \$250,000. All the capital stock, \$1,000,000, has been subscribed.

The annual meeting of the stockholders of the Toledo Elevator Company at Toledo, O., was held January 16. New directors were elected and some miscellaneous business transacted.

The Farmers' Grain Elevator Company has been incorporated at North Henderson, Ill., with a capital stock of \$2,500. The incorporators are W. D. Holmes, A. Miller and Frank A. Matthews.

The Farmers' Mutual Elevator Company at Crookston, Minn., has failed. The company owns six elevators along the line of the Northern Pacific Railroad. Liabilities \$240,000; assets \$200,000.

One of the most successful firms in the hay and grain trade at Jacksonville, Fla., is that of W. S. Wightman. The business was established in 1875, and has grown to large proportions.

The Phoenix Feed & Grain Company was incorporated at Union City, Tenn., on January 19. The incorporators are S. T. Haydon, T. F. Trebbs, John C. Smott, F. R. Smott and H. L. Elder.

Green & Earenta, grain dealers and millers at Gibbon, Minn., have asked the state railway commission to compel the Minneapolis & St. Louis Railway to lay a side track to their elevator and mill.

About 10,000 tons of damaged wheat were stored at Tacoma, Wash., the last of January. The amount of damaged grain which comes into Seattle and Tacoma is almost too large to be taken care of.

One of the members of the firm of Bowman Bros., grain dealers at Milwaukee, Wis., was in Hartland recently looking for a site for a new grain elevator which the firm expects to build at that place.

The bonds of the transfer of the Northern Dakota Elevator Company to the Monarch Elevator Company of Minneapolis, Minn., which occurred last September, were placed on file the middle of January.

It has been decided to erect a rice mill at Galveston, Tex., in connection with the Texas Star Mills. The plant will have a capacity of 100 barrels in ten hours, and will be in full operation by the middle of March.

The San Antonio Brewing Association of San Antonio, Tex., will build a brew house 50x61 feet, and refrigerator building 60x73 feet. Both buildings will be constructed of brick and stone and will cost about \$125,000.

During 1893 the city of Portland, Ore., shipped 203,760 tons of wheat, valued at \$4,221,751, and 510,934 barrels of flour, valued at \$1,605,241. Of this 64 cargoes of wheat, valued at \$3,535,879, went to Europe and the balance to domestic ports. Balfour,

Guthrie & Co. shipped 22 cargoes, J. R. Cameron & Co. 21, P. C. Elevator Co. 17, Sibson & Kerr 2, Allen & Lewis 1, and Page & Son 1.

George S. Barnes & Co., in connection with their offices in Chicago, Minneapolis and Duluth, have opened an office at Fargo, N. D. They will receive grain on consignment and do a general commission business.

Warehouse grain cleaners of the largest make, for cleaning timothy and clover seed, have been placed in the elevator at Packwood, Ia. The cleaners were manufactured by the A. P. Dickey Manufacturing Company.

The Denton Elevator at Leavenworth, Kan., has been receiving an average of 100 cars of grain per day. From the middle of January the wheat receipts have been heavier than at any previous time during the winter.

Since the Farmers' Elevator Company commenced buying grain at St. Peter, Minn., on Sept. 11, 1893, they have handled about 45,000 bushels of wheat. Enough other grain has been bought to make total of 51,000 bushels.

C. W. Switzer of Atwater, Ill., who for the past seven years has bought grain at that place for W. Bristow of Girard, has entered into partnership with Mr. Bristow. The style of the new firm will be Bristow & Switzer.

A new brewery will probably be erected at Austin, Tex. A prospectus and subscription list for stock has been circulated and several public meetings have been held at the Board of Trade building in furtherance of the object.

Charles Dupont, while engaged at Detroit, Mich., in cleaning out grain cars recently, owned by the Michigan Central Railroad was severely injured by an empty car rolling against him. For injuries received he demands \$15,000.

J. L. Killian, representative of Balfour, Guthrie & Co., in Umatilla County, Cal., handled over 700 cars of wheat during the past season. The average was 300 sacks per car, making in all 210,000 bushels or 12,600,000 pounds.

F. N. Quale will commence at once the erection of an elevator at Toledo, O., to take the place of the one recently burned. It will be built on a smaller yet more substantial scale than the old elevator and will be three stories in height.

Over 10,000 pounds of wool was delivered at B. Potter's elevator at Fenton, Mich., on February 3. Since the close of the wool season Mr. Potter has bought 80,000 pounds of wool or 150,000 pounds in and out of season during the past year.

The damage case of T. J. Thompson vs. the Star Elevator Company of Minneapolis, Minn., has been continued over until April. The suit arose from the feed mill of the plaintiff being crushed by one end of the Star elevator collapsing.

A French burr for grinding wheat and corn has been placed in the elevator of the Keiser Bros. Milling Company at Edwardsville, Ill. Over 3,700 bushels of wheat were received at the elevator during the three days ending with February 6.

Marfield & Co., a large elevator firm at Winona, Minn., have recently purchased the line of grain warehouses owned by Falgatter & Co. They have selected a site and will commence at once the erection of a new elevator at Centerville, S. D.

The Franklin Edson, Jr., Company has been incorporated at New York, N. Y., to do a grain commission business. The capital stock is \$30,000. The directors are Franklin Edson, Jr., Franklin Edson, Sr., William H. Starbuck and William D. Lent.

The firm of R. S. Taylor & Co. of Memphis, Tenn., has been succeeded by the R. S. Taylor Grain Company with a paid-up capital stock of \$25,000. The new firm will do a general commission business, dealing in hay, corn, oats, bran, flour and meal.

The crank pin on the engine in Richardson & Co.'s elevator at North Chicago, Ill., broke recently. The accident resulted in so great damages to the engine that the elevator was obliged to shut down. The old engine will probably be replaced by a new one.

L. T. Sowle & Son of Minneapolis, Minn., have commenced the erection of a new elevator of 300,000 bushels' capacity at Duluth, Minn. The site is near the Imperial Mill. It is expected the elevator will be ready for business some time during the spring.

The amount of wheat of this season's crop delivered at the elevators at Indian Head Station, Assiniboia, N. W. T., up to February 1 was 257,000 bushels. At Sitalula Station, also in the Indian Head Municipality the amount delivered exceeds 150,000 bushels.

The following are recent sales of Cutler & Co. of North Wilbraham, Mass., of their steam meal and grain drier. The Mutual Distilling Company of Uniontown, Ky., one No. 3 drier; Russell & Birkett, Penn Yan, N. Y., one No. 2 drier; Miami Maize Com-

pany, Toledo, O., one No. 2 drier; the Hudnut Company, Mt. Vernon, Ind., three No. 3 and two No. 2 driers. The Miami Maize Company and the Hudnut Company are now using several of the driers.

The Union Elevator at Council Bluffs, Ia., under the management of the Council Bluffs Elevator Company, has been doing a good business. A large quantity of the grain handled comes to the elevator from Nebraska.

Joseph Miller has gone out of the grain business at Ottawa, O., and will enter the same at Deshler. He has contracted for the construction of an elevator at that place, which will be finished by the first of April.

A stock company has been formed at St. Louis, Mo., composed of E. O. Moffett, M. C. Moffett, S. C. Lee and A. L. Lee. Articles of incorporation have been filed. The company has purchased the National Elevator at St. Louis recently operated by Geo. Thayer.

M. N. Marshale, wheat buyer for the Monarch Elevator Company at Minneapolis, Minn., was discovered on January 11 to be short in his accounts. About \$1,000 was missing for which he could give no account. It was supposed the money was lost through speculating in margins.

The Charles C. Thompson Company filed articles of incorporation at Newark, N. J., on January 12, to carry on a general grain and hay business. The capital stock is \$25,000. The stockholders are Charles C. Thompson, Mark H. Thompson and John H. Thompson.

The case of the Kearney Milling & Elevator Company against the Union Pacific and the Citizens' State Bank of Omaha, Neb., has been decided in favor of the bank. The bank was given the three cars of wheat involved, the value of which was fixed at \$1,050.

It is thought by the citizens that an elevator at Parkerton, O., would be a good investment. It would command at least the patronage within the radius of a square mile yielding 100,000 bushels of grain. The building site will be given gratis and the side track has already been laid.

Keys, Porch & Co., a new grain elevator and flour mill company of Williamsport, Ind., filed articles of incorporation on February 5 with a capital stock of \$15,000. The directors are William G. Smith, William T. Moore and Charles L. Porch of Williamsport, and James H. Keys of Rainsville.

The articles of association of the Thomas W. Hill Company of Detroit, Mich., were filed January 29. The capital stock is \$10,000. The object of the company is to buy and sell malt, barley and all kinds of grain. The stockholders are Thomas W. Hill, Julius G. Dickerson, Edmund J. Owen and Thomas Hill.

At the annual meeting of the Eastern Elevator Company at Buffalo, N. Y., which was held January 29, General John C. Graves was elected president; George A. Lee, vice-president; W. P. Northrup, secretary and treasurer, and A. P. Wright, business manager. General John C. Graves, George A. Lee and William P. Northrup were elected directors.

The trial of the suit brought by Judge C. H. Garoutte of San Francisco, Cal., against Balfour, Guthrie & Co. to recover \$1,141.22, the value of certain wheat purchased by the defendants from parties who are alleged to have stolen it from the plaintiff, has been concluded. A verdict for the plaintiff in the sum of \$3,475 was rendered, with \$100 additional for pursuit of property.

The farmers in the vicinity of Tacoma, Wash., have been deriving considerable benefit from their warehouse company this season although the warehouse has not been built. It is expected, however, that before another year's crop is harvested the warehouse will be ready to receive wheat. During this season the grain has been shipped into Tacoma, unloaded and shipped out without the use of a warehouse.

The Pacific Coast Elevator Company at Spokane, Wash., has brought suit against Bravinder & Kcats. The plaintiffs allege that they made a wheat contract with the defendants in 1891 by which the latter were to take 28,000 bushels within 30 days. Only 8,000 bushels were taken, however, and the remaining 20,000 bushels were sold at 58 cents. The sum for which suit is brought is for damages for non-fulfillment of contract.

According to an estimate made by the Winnipeg Grain and Produce Exchange at Winnipeg, Man., the elevator capacity of Manitoba increased about 350,000 bushels in 1893, compared with an increase of 1,000,000 bushels in 1892, and 3,000,000 in 1891. The total elevator capacity for Manitoba is now estimated at 11,817,100 bushels. Of this amount about 4,000,000 bushels is at lake ports and the remainder at points in the interior.

The annual meeting of the Northwestern Farmers' Protective Association of North Dakota and Northern Minnesota was held at Grand Forks, N. D., on January 9. The report of the secretary showed an increased membership and an enlarged business during the past year. The following officers were elected: A. Knudson, president; Thos. I. Ulven, secretary; C. W. Peter-

son, treasurer and agent at Duluth. The association handles grain belonging to its members only.

The Sawyer Elevator Company at West Superior, Wis., recently caused two brothers named Brown to be brought into court charged with the theft of 25 bushels of corn from cars on track in the railroad yards. The evidence against them was only circumstantial, however, and they were discharged. A great deal of trouble has been caused by petty thieves at West Superior of late, but it has been difficult to locate the wrong-doers.

F. F. Cole, a grain merchant of Toronto, Ont., has brought suit against J. W. Duncan, a grain merchant of Montreal, Que., for \$800, the worth of two ears of buckwheat which the plaintiff claims should have been sent to one of his New York customers by the defendant, under an agreement. Mr. Cole has prayed the court to convert the two ears of buckwheat now at Niagara Falls into money to be paid into court to abide the result of the suit.

Elevator men at Minneapolis, Minn., in pursuance of their determination of last spring to hedge no more at Chicago, have placed their orders in Minneapolis, Duluth and New York, Chicago getting the balance, says a Minneapolis exchange. It has been the practice of grain men for years to buy the actual wheat in Minneapolis, put it in store and sell the May option in Chicago. On April 12, 1893, May wheat in Chicago was 86½ cents, while No. 1 Northern cash wheat brought only 67 cents in Minneapolis; the elevator men then wished to deliver the actual wheat on their contracts. When this was attempted, however, the grain though up to the usual standard of quality was found by the Chicago inspectors too inferior to pass for No. 2. Consequently the elevator men had to settle in the best way they could. This year they are doing business elsewhere than Chicago.

In 1891 the merchants of Webster, S. D., thinking that by paying high prices for grain farmers would be attracted to their city and an increased trade thus derived, formed a plan of organizing and building an independent elevator where wheat could be handled at actual cost. At that time the Empire Elevator Company, the Cargill Elevator Company and Strong & Miller each had elevators at Webster. The merchants paid no attention to the protestations of the grain men that an independent elevator would not be tolerated. As soon as it became certain that a new house was to be built the elevator men began to arrange to start a general store. Although all the opposition possible was thrown in their way by the merchants yet the store became an assured fact. It handled a large stock of goods, was run on a cash basis and almost from the start enjoyed a large patronage. The store is still running and doing a good business, and the other merchants keenly feel the division of trade.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

C. G. Hammond of Huntley, Cranson & Hammond, Silver Creek, N. Y.

U. H. Odell of the Stilwell-Bierce & Smith-Vaile Company, Dayton, O.

J. Silas Leas of the Barnard & Leas Manufacturing Company, Moline, Ill.

At the last meeting of the American Railway Association it was proposed by the committee on car service that a letter ballot be taken on the proposition that the rate of mileage paid on all freight cars be reduced from three-fourths cent to one-half cent a mile.

Everyone knows, who knows anything about wheat, that it is harvested every month in the year. Australia, Argentine Republic and Chili are now finishing theirs; India and Upper Egypt harvest in February and March; Lower Egypt, Syria, Cyprus, Persia, Asia Minor and Mexico in April; Algeria, Central Asia, China, Japan, Morocco and Texas in May, and Turkey, Italy, Spain, Greece, Portugal, South of France, California, Oregon, Louisiana, Mississippi, Alabama, Georgia, South Carolina, North Carolina, Tennessee, Kentucky, Arkansas, Kansas and Missouri in June.

Linseed or flaxseed amounting to 2 bushels, valued at \$1, was imported during December, against 11,439 bushels, valued at \$16,329, imported in December, 1892; and during the twelve months ending with December 217,526 bushels, valued at 253,833, were imported, compared with 62,701 bushels, valued at \$78,128, imported during the corresponding months of 1892. All other seeds valued at \$75,037 were imported during December, against an amount valued at \$106,456 imported in December, 1892; and during the twelve months ending with December an amount valued at \$494,744 was imported, compared with an amount valued at \$399,164 imported during the corresponding months of the year preceding.

WATERWAYS

The Canadian Cabinet has decided to make no change in canal tolls for the coming season.

The ship Drumroek began loading from elevator A at Tacoma, Wash., on January 28 4,700 tons of wheat for foreign shipment.

The masonry in the lock chamber of the Sault Ste. Marie Canal is completed. The walls are 1,000 feet in length, 60 feet high and 30 feet thick at the base, tapering to half that width at the top.

The mild, open weather at the last of January and a fair stage of water allowed the steamboat and barge line at St. Louis, Mo., to resume running. Considerable flour was shipped and the barges took out wheat for export.

The new White Star Line freighter Civic, which sailed from New York to Liverpool January 30, carried one of the largest cargoes ever taken from that port. Included in the cargo were 144,000 bushels of grain, 3,500 sacks of flour and 500 bales of hay.

A line of steamships is being constructed at the Globe Iron Works at Cleveland, O., for the Great Northern Railroad. The steamers will ply the great lakes between Duluth and Buffalo. They are modern in every respect, constructed of steel and propelled by 7,000-horse power engines.

Since the advanced rates on grain from Chicago, Ill., to the seaboard went into effect about 1,500,000 bushels of grain have gone into vessels in the Chicago River for shipment to Buffalo at the opening of navigation. At the close of January about 4,000,000 bushels of grain were afloat in Chicago River.

The failure recently at Detroit to form a Lake Carriers' Association has precipitated a vesselmen's war. The result is that vesselmen are now accepting merely nominal rates to store grain the rest of the season, and take it to Buffalo in the spring. Owners are now making every effort to fill up their boats in the river.

The ship Iverna commenced loading wheat at the Tacoma Warehouse and Elevator Company's warehouse at Tacoma, Wash., on January 26. In nine hours 19,026 sacks were placed on board the vessel. This is thought to be a greater number of bushels than was ever before loaded in a similar length of time.

As early as the first of February a stir in the canal business commenced for the coming season. Grain was taken at 5 cents on wheat to New York, which would indicate that there would be a continuation this season of the rates and business of last year. Many new boats have been built during the winter. The majority of the boats have been wintering in New York.

At Columbus, O., on February 8 the House passed the Harshbarger resolution, providing for a special committee to ascertain the condition of the canals so far as needed improvements are concerned, and the probable cost of equipping the waterways with electricity. If the report of the committee is favorable it is the intention to try the experiment of canal boats propelled by electricity on Ohio canals.

Electrical power has been employed for some time to run boats on the Canal du Bourgogne in France. The arrangement adopted is somewhat similar to that recently carried out in the experiments with canal boats on the Erie Canal. On the French boats, however, the electric motors are not coupled to the propeller shafts, but, instead, drive trains of gearing by which a chain on the bottom of the canal is clutched, thus pulling the boats along.

Free canals, cheap transit dues and light port taxation at New York have had a stimulating effect on the grain trade of Buffalo. The water-borne receipts of grain and flour at that port during the season of navigation, 1893, were 198,459,525 bushels. These are the largest receipts on record, and amply justify the action of the federal and state authorities in well nigh abolishing tolls and taxes of every kind on shipping and craft.—*Montreal Trade Bulletin*.

The number of vessels which entered and cleared at the port of Buffalo, N. Y., during the past season was greater than in 1892, but the total tonnage was a trifle less. The receipts of wheat were 9,885,433 bushels less than last year, but the total of all grain, including flour reduced to wheat, was greater than in any other year and 11,205,731 bushels more than last year. The receipts of oats and barley during the season were also greater than in any previous season.

The recent message of Gov. Flower of the state of New York contains a strong appeal for an increase in the efficiency of the Erie Canal. The governor makes mention that when the improvements now in progress are completed Canada will have a channel 14 feet deep all the way from Lake Superior through the Welland Canal and St. Lawrence River to the sea. A 2,000-ton boat will then be able to go from Duluth to

Montreal, Halifax or Liverpool. The United States Government in order to meet this competition is making a 20-foot channel through the lakes to Buffalo, which will allow a 3,000-ton boat to go to that city. From this point freight must find a cheap and easy outlet to the seaboard.

Of the several schemes of improvement for the Erie Canal one that seems the most feasible when its comparatively small cost is taken into consideration is that known as the Seymour plan. The plan proposes to deepen the canal to a depth of 9 feet of water by raising the banks one foot and by excavating the bottom one foot, except through locks and over aqueducts and culverts. The locks should also be lengthened so as to permit the passage of double-headed.

During the week ending February 3 three of the largest sailing ships that ever met together in any port on the Western coast were taking on cargoes of wheat at Tacoma, Wash. They were the Drumroek, Iverna and Jordanhill. A larger amount of grain was shipped from Tacoma during the week than any week previous during her history. The exports of wheat for the month dating from January 15 to February 15 were not less than 33,000 tons, or about 1,100,000 bushels.

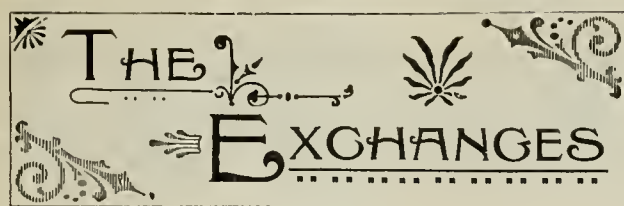
The Hurontario Ship Canal and Power Company of Toronto, Ont., has petitioned the Ontario Legislature for incorporation papers. The company proposes to build a waterway between Georgian Bay and Lake Ontario, capable of accommodating the largest lake vessels. The capital stock is fixed at \$65,000,000, and the company pledges itself to spend \$1,000,000 within eighteen months, \$5,000,000 in five years, and to complete the project in ten years. Similar rights will be asked from the Federal Government. A number of New York and Canadian capitalists are interested in the scheme.

The statement of Governor Flower of New York to the effect that if by quicker and cheaper propulsion the cost of carrying grain from Buffalo to New York via the Erie Canal can be reduced to 3 cents per bushel, as is reasonable to suppose, there would be no other carrying route that could successfully compete with it, has been taken exception to by Mr. Isaac H. McEwen of Buffalo, who produces figures to prove that certain railways could compete with the 3 cent rate, and ex-State Engineer Schenck believes that in order to successfully compete with the railways the Erie Canal must enable boating to be done at a profit on a 2 cent basis.

During the season of 1893 the commerce that passed through the Sault Canal at the eastern end of Lake Superior aggregated a value of \$145,446,000. Of this total wheat and flour amounted to \$62,300,000. During the season of 1893 12,008 vessels, having a tonnage of 10,796,572, passed through the canal, compared with 12,580 vessels with a tonnage of 11,214,333 in 1892, and 10,191 vessels with a tonnage of 8,888,759 in 1891. The Suez Canal in comparison shows 3,559 vessels with a tonnage of 7,012,028 to have passed through the canal during the season of 1892, compared with 4,207 vessels with a tonnage of 8,698,770 for 1891. The season at the Suez Canal lasts through the entire year, while that of the Sault, on an average, is but six months.

In his annual report to the legislature Engineer Schenck of the state of New York claims that it would be unsafe to transfer to the general government the control of the state canals, and whatever improvements or enlargements are to be made ought to be made by the state with government aid if possible, and without such aid if, in order to secure it, the proprietorship of the waterways would have to be relinquished. Mr. Schenck further states that the center of political power has long since passed far to the westward of New York, and should the government secure control of the canals the state would have no assurance that in the future influence would not be brought to bear in the interests of other sections of the country that might be the means of defeating measures necessary for the maintenance of these important waterways.

The proposed enlargement of the Erie Canal, with dimensions sufficient to permit the passage of grain in unbroken bulk from Duluth to Europe and light warships to the lakes, is not approved of by State Engineer Schenck of New York. He estimates the cost of such an improvement at \$500,000,000, and makes the point that before the improvements would be completed the present northern national boundary may have ceased to exist. It is also believed to be a benefit to the grain to be rehandled at elevators at Buffalo and at New York. Mr. Schenck favors an enlarged canal, capable of carrying barges 250 feet long, 25 feet broad and drawing 10 feet of water. The canal he would propose would have a general surface width of 100 feet where possible and an alteration in the alignment, so that the greater part of the bridges passing over the canal would be fixed bridges instead of movable ones. The boats should be built in two sections for convenience of handling and towed in fleets by powerful steam twin-screw propellers or by electricity. Such boats would carry 50,000 bushels of grain from Buffalo to New York at a cost of 2 cents per bushel. He believes that the ultimate cost of construction would not exceed \$25,000,000.



Tickets of membership to the Produce Exchange at New York, N. Y., have been held at \$540.

We have received a copy of the sixth annual report of the Winnipeg Grain and Produce Exchange.

F. A. Woodward was re-elected president of the West Superior Chamber of Commerce at West Superior, Wis., at the annual meeting held January 10.

The directors of the Chicago Board of Trade at Chicago, Ill., have re-appointed H. B. Owen, Wm. McDougall and W. I. Cruikshank grain samplers.

The directors of the Chicago Board of Trade at Chicago, Ill., have decided not to post *Bradstreet's* report of the available supply of grain hereafter.

The building at 51 and 53 South Canal street, Chicago, Ill., which was occupied by the Board of Trade after the great conflagration of 1871, was recently burned.

Otto C. Hartman, ex-president of the Duluth Board of Trade at Duluth, Minn., and W. P. Brown have formed a partnership in the grain and stock commission business.

The annual meeting of the Superior Board of Trade at Superior, Wis., will take place on February 22. A president, two vice-presidents and four directors will be chosen at the meeting.

The Seattle Chamber of Commerce at Seattle, Wash., has appointed Messrs. Graves and Folsom to inquire as to the possibilities for increasing the city's wheat shipping facilities.

W. W. Ogilvie, president; J. A. Cantlie, first vice-president; John Torrence, second vice-president of the Board of Trade at Montreal, Que., have been re-elected to a second term in office.

At the first regular meeting of the new board of directors of the Duluth Board of Trade at Duluth, Minn., held January 23, Geo. E. Welles was re-elected secretary, and Fred W. Paine treasurer of the Board for the ensuing year.

The members of the Produce Exchange at Toledo, O., have adopted resolutions condemning the recent attempt of the railways to enforce the unlawful and odious uniform bill of lading, which was successfully resisted about two years ago.

At the annual meeting of the Boston Chamber of Commerce at Boston, Mass., held January 16, Edward Kemble was elected president; Geo. E. Mitchell, vice-president, and F. N. Cheny, treasurer. E. C. Dolliver, G. A. Fales, G. B. Pope and R. D. Richardson were elected directors to serve three years.

The new board of trustees of the Merchants' Exchange at Buffalo, N. Y., have re-appointed William Thurston secretary; James C. Miller, clerk, and Junius S. Smith, weighmaster. James H. Rodebaugh is at the head of the inspection committee and Henry V. Burns is at the head of the grain committee.

The election of officers of the Merchants' Exchange at Buffalo, N. Y., took place during the first part of January. R. R. Helford was elected president; P. G. Cook, Jr., vice-president, and J. H. Lascelles, treasurer. Henry C. French, John A. Seymour, Jr., W. G. Heathfield and S. W. Yantis were elected trustees.

At the annual election of officers of the Commercial Exchange at Philadelphia, Pa., held recently, E. L. Rogers was elected president, Charles R. Koch vice-president, Edgar G. Thomas treasurer. The directors are William B. Potts, William R. Brice, M. R. Swartley, John Lynch, H. K. Cummings and Amos Penny-packer.

The hay men of the Baltimore Corn and Flour Exchange at Baltimore, Md., have circulated a petition to the committee on transportation of the Exchange asking that body to protest against the new classification on hay which has been put into effect. The change from the sixth to the fifth grade makes the freight \$1 more.

The board of directors of the Corn and Flour Exchange of Baltimore, Md., on January 31 appointed a committee composed of Louis Muller, George T. Gambrell, Blanchard Randall, Charles P. Blackburn and E. B. White to go to Annapolis to oppose that part of the reassessment bill referring to the taxation of stocks in warehouses.

The Board of Trade building at Duluth, Minn., was burned at noon, February 11. The fire started in the office of Earhart & Co. One supposition as to its origin is that it caught from an improperly connected steam pipe. The building was erected in 1885. The total loss on building and loss incurred by occupants amounts to \$94,800, with insurance of \$80,000. The

loss incurred by the Board of Trade was \$71,000. The building was insured for \$55,000. A meeting of the directors of the Board has been held, at which it was decided to build at once a new building. The plans call for the erection of a very handsome structure at an estimated cost of \$100,000.

The fortieth annual report of the directors of Commercial Exchange at Philadelphia, Pa., shows that in the matter of grain receipts and shipments there was a very noticeable falling off between the business of 1892 and 1893. This was attributed partly to the financial depression that has existed, and partly to unequal freight rates demanded at their port.

At the last regular meeting of the Kansas City Commercial Exchange at Kansas City, Mo., several changes were made in the rules. The present consideration for seats in the Exchange is \$100, with dues of \$10 per year. It was arranged that when the membership, which is at present 190, had reached 200, the membership fee should be advanced to \$500, and the membership of the Exchange limited to 250 persons.

The annual election of the Chamber of Commerce at San Francisco, Cal., was held recently. W. H. Dimond was elected president; James F. Chapman, first vice-president; Hugh Craig, second vice-president. The following trustees were appointed: E. B. Pond, R. D. Laidlaw, Louis B. Parrott, Charles Nelson, C. L. Taylor, William L. Merry, J. N. Knowles, W. T. Y. Schenck, C. Carpy, A. J. Ralston, J. J. McKinnon and George Newhall.

The grain committee of the Merchants' Exchange at Buffalo, N. Y., on January 30 appointed a sub-committee to look into the matter of weighing of grain from cars at that market. There seemed to be a misunderstanding on the subject between the Exchange and certain members of the grain trade, which resulted in the weighmaster of the Exchange, through no fault of his, getting much less business than he was entitled to receive.

The new board of directors of the Corn and Flour Exchange at Baltimore, Md., organized on January 31 by electing the following officers: President, Charles England; first vice-president, J. J. E. Hinrichs; second vice-president, James C. Gorman; treasurer, George T. Kenly; secretary, William F. Wheatley; assistant secretary, H. A. Wroth. The executive committee is composed of Edgar Gillet, D. M. Wylie, J. H. Sherbert, E. B. White and E. Clay Timanus.

The directors of the Chicago Board of Trade at Chicago, Ill., have decided to prohibit trading in privileges on the floor of the Exchange. A considerable amount of business in long time privileges has been done on the floor for some time past in a rather open manner. The directors have taken action to prohibit trading in all kinds of privileges on the floor, and have instructed the room committee to look after it and also to report members who trade after hours.

At the annual meeting of the Corn Exchange Association at Montreal, Que., held February 2, David G. Thompson was elected president and Wm. Stewart, treasurer. The committee of management is composed of the following members: Jos. Robillard, W. A. Hastings, A. G. Thompson, R. Peddie, James Allan, R. M. Esdaile and E. F. Craig. The board of review is composed of G. M. Kinghorn, chairman; T. A. Crane, John Dillon, C. H. Gould, J. O. Lafreniere and Stewart Munn.

It is difficult to do a grain commission business in West Superior, Wis., outside the Board of Trade. Certain firms attempted it lately, being connected neither with the West Superior or Duluth Board of Trade. The Superior Board of Trade held a meeting to consider the matter, at which they adopted resolutions requesting the millers of Superior to buy only from members of the Board. The millers replied to the request by expressing their willingness to do business only with the Board of Trade.

The election of officers of the Duluth Board of Trade at Duluth, Minn., was held January 16. George Spencer was elected president, and B. C. Church vice-president. The directors chosen were George G. Barnum, L. R. Hurd and A. B. Wolvin. The board of arbitration is Charles Canning, H. H. Keukel and E. A. Forsyth. The board of appeals is composed of W. S. Moore, Thomas Gibson and Walter Van Brunt. The committee on inspection is George Rupley, George G. Barnum, Ward Ames, A. W. Frick and B. C. Church.

The president and directors of the Chicago Board of Trade at Chicago, Ill., have made the following appointments for the year 1894: Secretary, George F. Stone; assistant secretary, R. S. Worthington; treasurer, E. A. Hamill; treasurer of Clearing House, John C. Black; manager of Clearing House, Samuel Powell; weigher of commodities aside from packing house products, John Walker; inspector and registrar of flaxseed, S. H. Stevens; inspector of grass seeds, John Pax; inspector of hay, David Walsh. The committee on warehouses as appointed is composed of Ross, Smith and Kroeschell. The committee on flaxseed inspection is composed of Nash, A. C. Lausten, J. Wright, A. M. Henderson and A. Seckel. The arbitra-

tration committee on grass and field seeds is composed of Hill, A. Seckel, A. M. Henderson, A. Eddy and T. M. Hunter.

The following officers were elected at the annual meeting of the Winnipeg Grain Exchange at Winnipeg, Man.: President, S. A. McGaw; vice-president, D. G. McBean; secretary and treasurer, C. N. Bell. The board of arbitrators is composed of A. McBean, G. R. Crowe, S. Spink, W. Martin, A. Atkinson, F. W. Thompson, S. W. Farrel. The committee of appeals is composed of S. Nairn, Col. McMillan, Jos. Harris, J. A. Mitchell, S. P. Clarke and Robert Muir.

Enrick & Sons of Springfield, Ill., recently sold to Neal Brothers, a new grain firm of Cincinnati, O., a quantity of corn marked for June delivery. On January 13 the Cincinnati firm, seeing the condition of the market, canceled the order. The dealers in Illinois at once brought the case to the attention of the Exchange with a view to settlement of a perceptible difference. The arbitration committee to whom the matter was referred decided that the Cincinnati house must pay the difference, which amounted to \$425.

SEED EXPORTS.

According to the report of the Bureau of Statistics seeds valued at \$1,138,527 were exported during December, against an amount valued at \$327,444 in December preceding; and during the twelve months ending with December an amount valued at \$7,204,897 was exported, compared with an amount valued at \$4,396,853 exported during the corresponding months of the year preceding.

Clover seed aggregating 7,500,178 pounds, valued at \$712,686, was exported in December, against 2,038,027 pounds valued at \$256,601, exported in December, 1892; and during the twelve months ending with December 33,859,986 pounds, valued at \$3,472,049, were exported, compared with 11,700,254 pounds, valued at \$1,203,466, exported during the corresponding months of 1892.

Cotton seed aggregating 1,040,275 pounds, valued at \$7,280, was exported in December, against 1,138,065 pounds, valued at \$7,190, exported in December, 1892; and during the twelve months ending with December 3,237,417 pounds, valued at \$30,023, were exported, compared with 9,186,058 pounds, valued at \$59,795, exported during the corresponding months of 1892.

There were 265,690 bushels of flaxseed or linseed, valued at \$314,334, exported in December against 18,984 bushels, valued at \$22,500, exported during December, 1892; and during the twelve months ending with December 2,260,028 bushels, valued at \$2,674,682, were exported, compared with 2,210,005 bushels, valued at \$2,564,844, exported during the corresponding months of 1892.

Timothy seed aggregating 1,133,985 pounds, valued at \$50,034, was exported during the month of December, against 313,674 pounds, valued at \$14,894, exported during December preceding; and during the twelve months ending with December 10,151,493 pounds, valued at \$638,637, were exported; compared with 8,456,862 pounds, valued at \$300,692, exported during the corresponding months preceding. All other seeds aggregating an amount valued at \$54,193 were exported during the month of December, against an amount valued at \$26,259 in December, 1892; and during the twelve months ending with December an amount valued at \$389,506 was exported, compared with an amount valued at \$268,056 exported during the corresponding months of the year preceding.

FEEDING WHEAT TO CATTLE.

Since the prices for wheat have been so low feeders everywhere have been experimenting in feeding this grain to hogs and the results as a rule have been satisfactory. Some who have tried it report that they have realized one dollar per bushel for their wheat, and others allege that by judicious feeding more than a dollar may be made out of every bushel of wheat fed at present prices for hogs. In the cattle feeding districts of the West some experimenting in grinding and feeding wheat to cattle has been done, and from information gathered from those who have tried this experiment, very satisfactory results have been obtained.

Wheat, of course, can not be fed to cattle as it can to hogs, but must be fed in connection with other grains. In sections where corn at the local markets is worth 25 cents per bushel, and wheat but 40 to 45 cents, feeders who have tried grinding and mixing the two grains claim that wheat can be fed to cattle at a profit. It is not probable that wheat will ever become much of a factor in the fattening of beefs, but now would certainly be a good time to test its value as a cattle food. If those who have had experience in this direction would give the public the benefit of their observations it might be of great value.—*National Stockman*.

J. P. Nelson, Norway Spur, N. D.: "I think the AMERICAN ELEVATOR AND GRAIN TRADE is a very good paper."

J. D. Plummer, Hebron, Neb.: "The AMERICAN ELEVATOR AND GRAIN TRADE is a splendid publication. I do not see how any grain man, especially elevator men as myself, could get along without it."

Latest Decisions.

Payment to Agent after Principal's Death.

The powers of an agent cease on the death of his principal. Any act of agency which he does thereafter is void even though he does not know at the time of his principal's death. For this reason the Supreme Court of the United States has just held that if payment be made to an agent, after the death of his principal, even though that be unknown, it will not discharge the obligation.

Telegram—Disclosing Contents—Penalty.

The Appellate Court of Indiana held, in the recent case of the Western Union Telegraph Company vs. Bierhaus et al., that the statutory penalty of \$100 against telegraph companies, given by section 3 of the act of 1885, cannot be recovered on account of the willful disclosure of the contents of a telegraphic dispatch by the company through its agents or employes, the statute in question not covering such a breach of duty.

Carrier—Consignment—Loss.

In case of the Central Vermont Railroad Company vs. Soper et al., decided recently by the United States Circuit Court of Appeals, it appeared that the respondents were the consignees of certain grain which was destroyed by fire in a grain elevator of the railroad company at Ogdensburg, N. Y. At the time of the fire the grain was held at a warehouse of the defendant awaiting orders of the consignees. The court, in reversing a judgment of the Circuit Court for the District of Massachusetts, held that a clause in a bill of lading for the transportation of grain from Chicago to Boston over connecting lines of railroad and boat lines which exempted the carrier from liability for loss or damage to the cargo unless written claim should be made within 30 days after the loss or damage was void, and that another clause providing that the carrier should not be liable for loss or damage unless action be brought against it within three months was reasonable, and had within its scope all losses or damage sustained to the cargo in the ordinary course of business. The court held that the written claim clause was invalid because of the long time that might be expected in completing the transit, and that the exception of the railroad company to the refusal of the judge at the trial to direct a verdict for it, on the ground that it appeared that the consignees did not bring their action for the loss within three months after it occurred, must be sustained.

Construction of Wheat Ticket.

The Supreme Court of Minnesota has rendered a decision in the case of Horn vs. Hansen (57 Northwestern Reporter, 315) which contains quite a number of points of considerable interest and importance to those buying or selling wheat in any capacity. The controversy in this case arose over a wheat ticket, which was as follows: "No. 9,617. Date, Oct. 7, 1891. Theo. Hansen will pay to J. K. Sylte for forty-five 20-60 bushels, grade one N. wheat. Ole Saterbakken, buyer." Judgment was asked, and obtained, for the value of the wheat on the day of the date of the ticket. The issuance of the ticket and delivery of the wheat described therein were not disputed, but it was contended that the ticket was given in part performance of the actual agreement, of which the writing did not contain all, it being alleged that the wheat was not purchased, but received to be held in storage.

With the argument that the ticket, being in writing, did not contain all of the contract, and could not only be supplemented by oral evidence of so much of the entire contract as was not expressed in writing, but that its terms could be contradicted, because as a written instrument it was informal, and not a complete contract, and, for that reason, not binding, the court does not agree. It holds that the writing, on its face, was a valid promise or agreement, if supported by a consideration, which latter could be proved verbally.

As the ticket was silent as to the fact, or time, of the delivery of the wheat, it could be shown that the wheat therein referred to was actually delivered when the written promise was made, or at a subsequent day. In the latter case the ticket would be construed as an offer or proposition good while it remained open; and if acted on, and the wheat delivered and accepted before it was withdrawn, the promise would thereupon become binding. But the written proposal or promise could not be contradicted verbally, though it might be shown that it was or was not accepted, or the stipulated quantity of wheat was or was not in fact appropriated to the agreement.

Neither could it be shown under such circumstances that upon the date of the ticket it was issued for a portion of a larger quantity of wheat delivered, and that the wheat was to be held subject to the order of the party from whom received.

There being no special agreement as to price, the court holds that the law would imply that the price to be paid was the fair market value of the wheat on

the day of the delivery, being the date of the ticket.

No date of payment was fixed in the writing. No credit was contemplated, and it was due presently. Had there been simply a cash sale and delivery of the wheat, the amount due would have borne interest from the day of the delivery. Consequently, there being nothing in the ticket qualifying this rule of liability, interest was allowed from the date of the writing, the wheat having already been delivered.

The Demurrage Charge Sustained.

A most important decision was rendered by the Supreme Court of Appeals of Virginia, recently, which was brought by the Norfolk & Western R. R. Co. against Adams, Clements & Co., a large lumber firm of Roanoke, Va., setting forth the right of railways for car service associations to have a fixed charge for the use of their cars every day they remained unloaded after three days' notice of their arrival. The matter came to the Supreme Court upon a writ of error obtained by the R. R. Co., to a judgment of the Circuit Court of Roanoke county in favor of Adams, Clements & Co., against the railroad company for the sum of \$488 with interest from Sept. 1, 1891, until paid. Between February 16 and Aug. 31, 1891, Adams, Clements & Co. received a large shipment of lumber in carload lots consigned to them from points along the line of the N. & W. R. R. These shipments were made with the understanding and agreement that the lumber was to be unloaded by the consignee at Salem depot upon arrival at that point. The opinion goes on to say that the railroads of Virginia and other states, for their own protection and for the protection and benefit of the public, have a car service set of rules designed and enforced to secure prompt movement of freight cars, and under the rules of this car service upon the N. & W. R. R., have a charge of \$1 per car per day for the use of their cars. The opinion refers to the serious inconvenience and delay to both railroad and shippers before such a system was adopted. The opinion adds that in this case the money paid by the plaintiff was properly charged by the company, and that Adams, Clements & Co. had no right to recover it. The conclusion is that the Circuit Court of Roanoke county erred in the law, as the application to the fact of the case, and also in refusing to set aside the verdict of the jury, and therefore the decision of the Circuit Court is reversed.

Assignment of Lease—Fulfillment of Contract.

Judge Windes of the Cook County Superior Court recently sustained the report of Master in Chancery Boyesen and decided in favor of the City of Chicago Grain Elevators the suit against the Chicago, Milwaukee & St. Paul Railway Company, and directed a decree compelling the railroad company to pay to the elevator company the value in cash Dec. 31, 1890, of the Fulton Elevator and of the ground on which it stands and of the St. Paul Elevator, which stands on land belonging to the railway company, both elevators being situated on the river, between Fulton and Carroll streets.

The suit grows out of a contract made by the railway company with Jesse Hoyt & Co. in 1880. Hoyt & Co. were the owners of the Fulton Elevator and lots and the railway company leased to Hoyt & Co. some adjoining lots for ten years, Hoyt & Co. agreeing to erect a 700,000-bushel elevator on the leased land and the railway company agreeing to buy the entire elevator plant at "its cash value" at the expiration of the lease. Hoyt & Co. assigned the lease to Munger, Wheeler & Co., the railway company consenting. Munger, Wheeler & Co. assigned the lease to the elevator company without the railway company's consent. The case was argued before Judge Windes early in December by John W. Cary of Milwaukee and Edwin Walker for the railway company, and Henry S. Osborne and R. F. Pettibone for the elevator company. The defense urged that the lease was a personal contract and could not be assigned; that the contract provided for the appointment of arbitrators to determine the cash value; that none having been appointed the court could not enforce the contract, and that the remedy was at law and not in equity. The court disposed of all these contentions and added that aside from the authorities, which were clearly against the railway company, none of its defenses were equitable. The contract had been satisfactorily performed by the elevator company and a court of conscience would compel a performance by the other party. The court ordered a reference to a master in chancery to fix the cash value of the elevator plant Dec. 30, 1890, and directed that the railway company pay the amount so ascertained to the elevator company. The value of the elevator plant is said to be about \$552,000.

The chief grain inspector's report for the year 1893 shows the total receipts and shipments of grain at Philadelphia, Pa., to be as follows: Wheat, 4,612,714 bushels, against 12,020,805 bushels in 1892; corn, 5,331,012 bushels, against 22,271,406 bushels in 1892; and oats, 5,091,125 bushels, against 5,213,154 bushels in 1892, while the exports of 1893 are wheat, 5,657,398 bushels, against 9,819,384 bushels in 1892; corn, 3,985,406 bushels, against 19,438,704 bushels in 1892. Receipts of barley were 627,200 bushels, against 956,400 bushels in 1892.

Fires, Casualties, Etc.

The Central Elevator at Hanley Falls, Minn., has been burned.

The elevator at Elkhorn, Neb., has been burned. Loss \$10,000.

The grain warehouse of I. T. Gorden at Holmfeld, Man., has been burned.

Philias Millette, grain and flour dealer at Windsor Mills, Que., has been burned out.

The brewery owned by Peter Koenig at Detroit, Mich., was recently damaged by fire.

The Hecely Bros. Hay and Grain Commission Company of Chicago, Ill., recently suffered a loss from fire.

In a recent storm at St. Johns, N. B., the Canadian Pacific Railway's elevator was damaged to the extent of \$6,000.

The Bond Elevator at Fort Dodge, Ia., was destroyed by fire on the morning of February 10. Loss \$2,000; insurance \$1,400.

John Mertz, a prominent grain and stock merchant of Downey, Ia., committed suicide on the morning of January 20 by hanging himself.

The Northern Pacific Elevator at Johnstown, N. D., collapsed on the afternoon of January 13, with about 5,000 bushels of wheat. The building is a total wreck.

The elevator of Grandin Bros. at Mayville, N. D., burned on the evening of January 19, together with 30,000 bushels of wheat. Loss \$27,000; insurance \$21,500.

The elevator at Vermillion, Kan., owned by A. D. Crook, was totally destroyed by fire on the morning of February 1. The building was filled with grain. Loss \$10,000.

Henry Rodenbeck of the firm of Van Gerpen & Co. at Hartsburg, Ill., fell from the top of their grain elevator recently, breaking a leg and receiving serious internal injuries.

The large warehouse at Oaksdale, Wash., owned by Heistand, Warner & Co., grain merchants at Oaksdale and Olympia, has been burned. The loss was quite heavy. Insurance \$14,000.

Three thousand bushels of wheat and 500 barrels of flour were consumed in the freight house of the Michigan Central Railroad at Battle Creek, Mich., which was partially destroyed by fire on February 11.

The Nevada Elevator at Nevada, Ill., owned by D. B. Dow and operated by Dow & Barr, was burned on the night of January 9. There was from 15,000 to 20,000 bushels of grain in the elevator, all of which was insured.

The elevator at Miller, Neb., owned by the Omaha Elevator Company, was burned February 7. It is supposed the fire caught from live coals falling from the stove onto the floor. A large amount of grain was on hand.

The large grain elevator of R. T. Harrington at Marseilles, Ill., was discovered to be on fire on the night of January 14. Through the timely work of the fire department the elevator was saved, however, from serious damage.

The elevator at Manilla, Ia., owned by John Burk, was burned at 4 o'clock on the morning of January 13. The building contained about two carloads of grain at the time of the fire. It is supposed the fire was of incendiary origin.

The Peavy Elevator at Hartington, Neb., was considerably damaged by fire at noon on January 19. A large amount of grain was ruined by smoke and water. The building was only saved by the strenuous efforts of the fire department. The loss is estimated at \$200.

A grain warehouse at Dudley, Wash., owned by the Pacific Coast Elevator Company, collapsed recently. The snow which had accumulated on the roof caused the sides of the building to give way and the roof fell in. The warehouse was filled with sacked wheat, none of which was damaged.

The malt house and grain elevator of the Eberhart & Ober Brewing Company at Allegheny, Pa., was burned January 31. The elevator building was a four-story frame structure. The fire is supposed to have started from a gas jet. Loss estimated at \$35,000; fully insured.

The large grain warehouse, owned and operated by J. H. Dunathan at Spencerville, O., was destroyed by fire on the night of January 19. A large amount of grain, flour and feed was destroyed. The fire was thought to have been caused by spontaneous combustion. The loss will amount to about \$3,000; partially insured.

PRESS COMMENT.

THE NEW ANTI-OPTION BILL.

Despite the care taken to disguise it, the wolf's fangs are exposed beneath the sheep's fleece in this measure. It is an insidious effort to assert a dangerous prerogative—the right of the government to regulate and interfere with the legitimate private concerns of the citizens, and to give control of the markets of the world into the hands of a few monopolists, who can, by manipulating the prices of agricultural products, hold the farmers at their mercy.—*St. Paul Globe*.

THE PRIVATE CAR ABUSE.

It does not appear that there exists any good reason for the payment by railroads of any sum for the use of private equipment. It is the business of railroads under the law to supply for the conduct of traffic such equipment as is necessary to its rapid, convenient and safe transportation; and granting that railroads comply with this requirement to a reasonable degree, there is no room for the employment by the railroads of private equipment. If, by reason of any advantage to the shipper, the use of private cars is desirable, the obligation rests not upon the railroads, but upon the beneficiary, to pay for such advantage.—*Railway Review*.

NEW YORK'S DEBT TO ERIE.

Over 50,000,000 bushels of grain and seed were shipped by the Erie Canal from Buffalo in 1893, and merchandise equal to 40 per cent. of this traffic was shipped Westward by canal. The state of New York receives from all sources from this traffic not less than \$10,000,000. Yet the canal is insufficient to accommodate the traffic, and, as a consequence, other states are sapping the commercial vitals of New York. It is the testimony of all who are familiar with transportation and industrial subjects that "the Empire state" owes its proud title to commercial supremacy to its magnificent system of canals, and it is significant that this prestige is in jeopardy to-day because the canals do not afford the facilities demanded by the enormously increased traffic.—*Seaboard*.

DESCRIBE EVERY SHIPMENT CORRECTLY.

From the first we have advocated that the shipper always describe every shipment, whether it is shipped on consignment or sold to arrive. If it be all one grade and uniform it is necessary to only mention the grade; but as it is a very rare thing that the quality and color of hay runs even throughout the car, it is advisable to describe it, especially if it is not equally as good as it shows at the door. A shipper or dealer to misrepresent his shipment only cuts his own throat as it were, even if he does get the money, because he must find a new victim each time. Shippers should give their business to only trustworthy commission men and then do "the square thing by them." This method is commendable and will result in far better results in the handling of this commodity, both to the shipper and receiver.—*Hay There*.

CAUSES OF DEPRESSION.

It would seem that present low prices of wheat are the results largely, if not mainly, of a wrong basis of calculation of the world's crop production and requirements. The United States crops have been greatly underestimated (some say 200,000,000 bushels within the past three years). Other countries have produced larger crops than figured. Argentina, notably, has developed surprising resources. It is acknowledged by the best English authorities (Beer-bohm, Dornbusch and others) that it was the shipments from Argentina of an additional 30,000,000 bushels wholly unexpected, and for which they were totally unprepared, that undermined values and later caused such disastrous losses, as evidenced by the suspensions and failures in the grain trade in Europe during the two subsequent years. It is the culmination of such fundamental errors as these more probably that has brought the price of wheat 10 per cent. below the value it might otherwise have obtained.—*New York Post*.

CONFIDENCE IN GOVERNMENT CROP REPORTS.

If the grain trade of the United States had confidence in the final report of the wheat crop of 1893 by the Department of Agriculture the markets in this country and Europe would have developed more strength ere this. This lack of confidence is more damaging to the trade than if a large crop had been reported, for the trade actually believes in a moderate increase over the department's figures. In fact, a crop 20,000,000 to 25,000,000 bushels in excess of the figures reported could easily be disposed of and the reserves on July 1, both in first and second hands, be reduced to figures below the average. The loss of confidence in these reports is a serious detriment to the trade, and if possible, means should be adopted

by which it could be restored. A reported yield of any crop, which can be demonstrated to be incorrect by the consumption and movement, tends to a lack of confidence in any statistics which may emanate from the same source.—*Daily Trade Bulletin*.

THE DEMAND FOR WHEAT.

The European wheat demand is still of that negative sort that turned away from this country by the offerings of cheaper wheat from other exporting countries. The result is that the present market is of that discouraged sort quite common in February. The discouragements and low prices are companions now as always. People are inquiring why there should be discouragement to investors at these low figures now prevailing. When wheat is below the cost of production it would not seem that the superabundance should enter so largely into the calculation, but it is now as always, a powerful element in the calculation. Fears possess the minds of traders. Larger than common stocks in Argentina, offerings from India and Russia with Australia and minor exporters pressing limited quantities upon the attention of Western Europe have created a demoralization that gives way but feebly to the rays of hope that peer indistinctly through the cloud rifts.—*Market Record*.

WATER RATES WILL GO LOWER.

There is evidently a determination on the part of the New York state authorities to make such improvements in the Erie Canal as shall render it secure against the competition of the railroads. The prospect of a 2 cent rate from Buffalo to New York is not a very pleasant theme for contemplation by the forwarding companies of the St. Lawrence route. In any event the discussion of this great question of rendering the Erie Canal route safe against competition by the railways is creating considerable interest in the trade here, as it means a monopoly of the grain carrying trade by the American water route, unless shippers by the St. Lawrence can obtain equally low rates. But this prospective change will not be put in force next season, nor the following one. It seems almost certain, however, that although inland water rates have been down to such an extraordinarily low pitch as to create astonishment even on the part of shippers, they are destined to go lower still.—*Montreal Trade Bulletin*.

THE STANDARD.

Volume I of the two-volume edition of the Funk & Wagnalls Standard Dictionary of the English language will be issued on December 16. This volume has been four years in making; 238 editors and specialists have been employed upon it; and the cash outlay has been about a half million dollars. The advance orders for the work mount up into the tens of thousands.

The following letter was received by the publishers from a well-known gentleman, prominently identified with the late World's Fair at Chicago:

MINES AND MINING BUILDING, Jackson Park, Ill.

MESSRS. FUNK & WAGNALLS,

Gentlemen: "I am pleased to inform you that the Standard Dictionary has been granted an award (diploma and medal) in group No. 150. The exact wording of all the awards will not be announced for probably three or four weeks."

The dictionary exhibit consisted of a number of proof sheets, as the work was only part in type—this fact makes the award more significant. The award of diploma and medal is the only class of awards granted. A gentleman who was present during the examination informs the publishers that the judges devoted nearly three hours to a critical inspection of the sheets (it was a very unusual thing to devote so much time to the examination of any exhibit), comparing the definitions with those of other dictionaries, and that they frequently expressed themselves as highly pleased and in favor of the features of the Standard. At the close of the examination one of the judges remarked: "I have the best of other dictionaries, but this work has desirable features that others have not. I must possess a copy when it is published."

The vocabulary of the Standard is extraordinarily rich and full, that of no other dictionary nearly equaling it, although great care was taken to throw out all useless words:

The following is an actual count of words and phrases recorded under the letter A:

Stormonth Dictionary, total terms in A.....	4,692
Worcester Dictionary, total terms in A.....	6,983
Webster (International) Dictionary, total terms in A.....	8,358
Century Dictionary, total terms in A.....	15,621
The Standard Dictionary, total terms in A.....	19,736

The full number of words and terms in these dictionaries for the entire alphabet is as follows, Stormonth, 50,000; Worcester, 105,000; Webster (International), 125,000; Century (six volumes, complete), 225,000; Standard, 300,000.

No. 1 Northern wheat for prompt delivery sold in Minneapolis January 16 above the May price.

OBITUARY

James H. Bay of the commission firm of Bay & Helm at Baltimore, Md., is dead.

John L. Norris, a leading grain dealer of Tippecanoe, O., died recently of apoplexy.

William Tibbits, a prominent elevator man and grain buyer of Fond du Lac, Wis., is dead.

Halvor Bygland, a wheat buyer and elevator man of Grand Forks, N. D., died the last of January.

William Lotz, designer and builder of grain elevators, died recently at Chicago, Ill., at the age of 57 years.

David W. Irwin of the grain commission firm of David W. Irwin & Co., at Chicago, Ill., died on January 24 after a five weeks' illness. Mr. Irwin was born in Sodus, N. Y., in 1831. In 1853 he came to Chicago and entered into the grain business. He was a member of the Chicago Board of Trade, taking an active part in all of its affairs. In 1868 he was a member of the committee on grain inspection and also a member of the committee on telegraphing. Mr. Irwin's place in the firm of Irwin, Green & Co. is filled by his son, Charles D. Irwin.

A. T. Harlow, president of the Merchants' Exchange and vice-president of the Spencer-Harlow Grain Commission Company at St. Louis, Mo., is dead. He was born March 24, 1840, in Harrisonville, Ill., and went to St. Louis when 21 years of age. He engaged as bookkeeper with the firm of Harlow & Wahl, which position he left to engage in the commission business for himself. The firm was known as A. T. Harlow & Co., which afterward became Harlow, Gelston & Co. On the retirement of Mr. Gelston the firm of Harlow, Spencer & Co. was organized, which existed until 1885. He next became interested in the Manson Commission Company and for eight years handled the grain shipped from river points between St. Louis and Cairo. In 1892 he and his former partner Corwin H. Spencer formed the Spencer-Harlow Commission Company, of which he was an active member at the time of his death. Mr. Harlow was elected vice-president of the Merchants' Exchange in 1881, and in January, 1894, received the unanimous vote of the members for the position of president. He was the first president of that organization who has died in office. He was a member of the Tuscan Masonic Lodge and a member of the Knights of Honor. His death was due to a cold which developed into pneumonia. He leaves an estate valued at \$50,000.

CROP : CONDITIONS.

TEXAS.—The growing wheat in the Panhandle section is doing splendidly. A sufficient rainfall came before the cold weather came on, to insure a good crop. SOUTHERN.

CALIFORNIA.—The entire state almost was visited by a good rain during the second week of February, and the outlook for good crops of all kinds in California, Washington and Oregon is good.

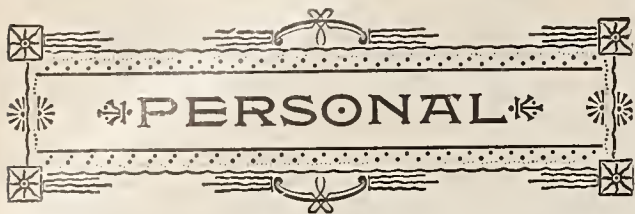
MINNESOTA, WINNEBAGO CITY, FARIBAUT Co.—Considerable grain has been marketed here recently. Clover seed is sold at \$5.40 per bushel. One man in this vicinity will seed 100 acres to clover seed in the spring.

MANITOBA.—There has been an increase in wheat deliveries at some country points, but there is still not a very brisk movement. Some demand exists for car lots from Ontario millers, who are offering comparatively high prices for hard Manitoba.

WISCONSIN, MARINETTE, MARINETTE Co.—Farmers in this vicinity are securing large quantities of seed wheat, indicating their determination to raise large crops next season, as the new flour mill makes it a great object for them to do so. EXACT.

WHEAT CROP REPORT IN SEVEN STATES.—The condition of wheat, according to the Cincinnati *Price Current*, in Tennessee is placed at 97 per cent.; in Kentucky, 97 per cent.; in Ohio, 95 per cent.; in Indiana, 94 per cent.; in Illinois, 90 per cent.; in Missouri, 85 per cent., and in Kansas, 84 per cent.

MICHIGAN CROP REPORT, February 9.—The total number of bushels of wheat reported marketed by farmers in January is 1,350,601, and during the six months from August to January 9,249,636 bushels were marketed, which is 107,108 bushels less than reported marketed in the same months last year. At 26 elevators and mills from which reports were received, there was no wheat marketed during the month. Correspondents who contributed to the February report were about evenly divided as to whether or not wheat has been injured at all during the month.



C. S. Lawbaugh of Madrid, Ia., has returned to the grain business.

M. A. Buckles is engaged as grain buyer for Geo. A. Adams at Nowata, I. T.

John McCabe of the firm of McCabe Bros. at Glass-ton, N. D., has gone to Ohio, where he will be married.

J. S. Morris, Jr., is engaged in buying grain at Sioux City, Ia., for E. L. Rogers & Co. of Philadelphia, Pa.

S. S. Heath, a grain dealer of Lebanon, Ind., was attacked by two thieves on the night of January 16. He drew a revolver and showed fight, when the men took to their heels.

B. A. Page, who has had charge of the Lamberton Elevator Company's elevator at Spring Valley, Minn., has been appointed to take charge of the full line of the Lamberton Company's elevators.

Owen Fergusson formerly engaged in the grain trade at New York, N. Y., and subsequently at Duluth, Minn., has again embarked in the grain commission business at Duluth, after an absence of four years.

Captain John O. Foering has been re-elected chief grain inspector for the Commercial Exchange at Philadelphia, Pa. This makes the eighteenth consecutive year that Captain Foering has been elected to fill this office.

E. L. Rogers of the firm of E. L. Rogers & Co., commission merchants at Philadelphia, Pa., was elected president of the Philadelphia Commercial Exchange on January 30, after a very exciting contest.

John O'Connell of this city has been appointed to a position in the state grain inspection department in Chicago. He assumed the duties of his office Thursday. Mr. O'Connell has been a faithful Democrat for many years, and the position he has secured is said to pay \$1,800 a year.—*Courier, DeKalb, Ill.*

A NEW ANTI-OPTION BILL.

Congressman Hatch introduced a new anti-option bill in the House February 7 and it was referred to the Ways and Means Committee. The provisions of the bill are as follows:

Section 1 of the new bill defines options to be any contract whereby a party acquires the privilege, but is not obligated, to sell or to deliver to another at a future time, or within a designated period, any raw or manufactured cotton, hops, wheat, corn, flour, oats, rye, barley, pork, lard and bacon.

Sec. 2 defines futures to be any contract whereby one party agrees to sell or deliver to another at a future time or within a designated period any of the above mentioned commodities.

Sec. 3 requires all options and futures, transfers and agreements to be in writing and in duplicate, showing the time of delivery of the articles and whether the makers or agents are the owners or have theretofore acquired by purchase or are entitled to the right of the future possession of the articles under contract previously made by the actual owner. Otherwise the contracts shall be void.

Sec. 4 provides that when the option or future is terminated by the delivery of the articles the contractor shall make a bill of sale showing the quantity and the custodian and identifying the articles by freight bills or vouchers.

Sec. 5 requires that when the contract is terminated otherwise than by the actual sale and delivery of the articles, or when the termination is delayed by agreement, the document shall be executed in writing.

Sec. 6 imposes special taxes on dealers in options and futures at \$24. It also defines a dealer in options to be any person who shall in his own behalf or for another deal in options or make any contracts or by communication to a foreign country or by agent, partner, or resident in another country enter into an options contract. The same definition is applied to dealers in futures.

Sec. 7 requires all contracts for futures and options to bear internal revenue stamps amounting to 1 cent for every hundredweight of cotton, hops, pork, lard, flour or bacon, and every ten bushels of wheat, corn, oats, rye and barley covered by the contract. For bills of sale at the termination of the contract the rate is fixed at 2 cents for the same respective quantities, and in cases of cancellation or where the contract is terminated without actual sale or delivery, or is delayed or obviated, the tax is fixed at 10 cents per bushel for grain, and 2 cents a pound for the other commodities.

Sec. 8 requires dealers in options and futures to furnish to the revenue collector full details as to the

membership of the firm, place of business, etc., and to annually execute a bond to faithfully comply with the law and pay all taxes, which bond is to be in the penal sum of \$10,000.

Sec. 9 requires the dealers to enter in books in the minutest detail all transactions involving options and futures, and to number each contract consecutively. All dependent documents connected with the original contract are to bear a similar number to the original contract, and the books are to be subject to the inspection of the internal revenue collectors, to whom sworn monthly returns are to be made.

Sec. 10 requires collectors to enter these returns in suitable books, and Sec. 11 requires him to make a monthly report to the Commissioner of Internal Revenue of these transactions.

Sec. 12 concerns the preparation, distribution and cancellation of the internal revenue stamps and provides a penalty for their misuse.

Sec. 13 provides against counterfeiting the stamps as in the case of other internal revenue stamps.

Sec. 14 relieves from taxation parties to contracts unable to deliver on the time through unavoidable casualties when they are the actual owners and guiltless of fraud and neglect. It also excepts from the law contracts made in the behalf of the United States, a state, territory or municipality; also contracts made by farmers for articles belonging to them at the time of contract which have been grown or are growing on lands occupied by them, and agreements to deliver a part of the product of the land for compensation for the work done on the same; also contracts made by the owner of such articles with any person to deliver any of the articles for the use of that person in his manufacturing business or for the sustenance of himself, dependents or domestic animals. Nor is the law to apply to persons engaged in selling articles to persons who directly consume them.

Sec. 15 provides a penalty of not less than \$100 nor more than \$2,000 and imprisonment from one to five years, or both, for failure to observe the requirements of the act as to tax, returns, etc.

Sec. 16 provides that the payment of the taxes shall not relieve persons from the restrictions of the state law as to those contracts.

Sec. 17 authorizes the Commissioner of Internal Revenue to make the necessary regulations, and Sec. 18 provides that the act shall take effect July 1, 1894.

IMPROVE THE REPORTS OF VISIBLE SUPPLY.

A few years ago Minneapolis and Duluth were not included in the official visible supply, and complaints were made until they were finally included. The official visible supply of to-day would cut a sorry figure if they were omitted. The present visible supply report includes Cincinnati, Indianapolis, Oswego, Peoria and Toronto, with an aggregate supply of wheat of 455,000 bushels. Some parties incline to the opinion that a few other large cities should be included, for instance: Portland, Me., Newport News, Ogdensburg, Cape Vincent, Louisville, New Orleans, Galveston, Dallas, Fort Worth, Omaha and Denver, which points hold about 4,000,000 bushels. San Francisco, which holds about 8,000,000 bushels, and Portland, Ore., with 750,000, might be included. Rumors regarding the supplies at these points are circulated regularly, and generally to the detriment of general trade. If they were included they would do no injury to anyone, as they are included in another report, which appears to be of sufficient importance to be prominently posted two days later in the exchange room. Why not get the information two days earlier, and through official sources?—*Trade Bulletin.*

Barley malt aggregating 130 bushels, valued at \$184, was imported during December, against 1,387 bushels, valued at \$1,630, imported in December preceding; and during the twelve months ending with December 2,489 bushels, valued at \$3,056, were imported, compared with 5,589 bushels, valued at \$6,540, imported during the corresponding months of the year preceding. Of imported barley malt there was none exported in December and none in December, 1892; and during the twelve months ending with December none was exported, compared with 1,191 bushels, valued at \$830, exported during the corresponding months of 1892.

It was rumored around in political circles yesterday that Gov. Altgeld is much dissatisfied with the official career of George P. Bunker, grain inspector. Mr. Bunker did fairly well as long as he had Ald. Bidwell to sustain him, as Bidwell is a capable and experienced officer. But Bidwell had to make way for a Mr. Parker some time ago. Parker is not efficient. Bunker is not efficient. Things have therefore been going at loose ends in the department and there is a demand for a change. It would not be surprising if Bunker should be asked for his resignation within the next ten days. It is not known who is to succeed him. Some say that Parker is the man and that Parker's place will be filled by Pat O'Connor, an old inspector, whose efficiency will in some measure make up for the inefficiency of Parker. The Bunker management of affairs has disgusted the Board of Trade and the elevator men.—*Chicago Tribune.*

ITEMS FROM ABROAD

The exportation of grain from Odessa, Nicolaieff and other ports on the Black Sea to Marseilles, France, has virtually ceased on account of the French duties.

In the event of the adoption by France of an increased grain tariff, Dr. Witte, Minister of Finance of Russia, has determined not to renew the commercial treaty between Russia and France, but to adopt retaliatory repressive measures.

It is officially announced from Paris, France, that the winter wheat area has increased in 12 departments as compared with 1893, and that it has decreased in 28. The condition of the crop is said to be excellent in 34 departments, good in 48 and fair in 3.

The exports of wheat from India from April 1 to February 10 amounted to 20,748,000 bushels, of which 13,016,000 bushels went to the United Kingdom and 7,732,000 bushels to the Continent. The total shipments for the corresponding months of 1892-93 were 27,720,000 bushels, of which 17,020,000 bushels were to the United Kingdom and 10,700,000 bushels to the Continent.

There have been large imports of wheat by France recently in view of the proposed increase of duty. During the last week in January 672,432 sacks of American wheat were received at Havre, as compared with 50,000 during the first week and 200,000 during the following two weeks of the same month. An energetic protest against the increased tax upon bonded grain has been entered by the Chamber of Commerce, who affirm that the large stocks usually bonded will disappear, and that the country will be left without resource in the event of war or an insufficient harvest.

The French Government recently notified the customs committee of its intention to introduce a bill raising the import duty on wheat to seven francs and also raising the duty on flour proportionately. The increased duties on wheat and flour will be levied the day the measure is presented to the Chamber of Deputies and the increased duties thus collected will be returned if the measure is rejected by the Chamber. In addition, grain will not be allowed to remain in bonded warehouses for over a year and temporary admissions must pay interest at the rate of five per cent. The customs committee adopted the proposal to raise the duty on wheat with the proviso that when the price reaches 25 francs the duty is to be reduced by progressive diminutions of 50 centimes, and the duty is to be removed altogether when the price reaches 33 francs.

The aggregate importation of wheat, flour, maize, barley and oats by Liverpool, England, during 1893 was 1,751,000 tons (in tons of 2,240 pounds), against 1,846,000 tons in 1892. The city of London's imports of the same cereals amounted to 1,831,000 tons in 1893, compared with 1,571,000 tons the year previous. The imports of Antwerp aggregated 1,480,000 tons in 1893, against 1,332,000 tons in the year previous. The imports of Rotterdam amounted to 1,193,000 tons in 1893, against 870,000 tons the year previous. The imports of Hull amounted to 753,000 tons in 1893, compared with 733,000 tons in 1892. The imports of Bristol amounted to 649,000 tons in 1893, against 561,000 tons in 1892. The imports of Glasgow aggregated 501,000 tons in 1893, compared with 532,000 tons in 1892. The imports of Leith aggregated 314,000 tons in 1893, compared with 325,000 tons in 1892. The imports of Dublin aggregated 181,000 tons in 1893, against 233,000 tons in 1892.

SAN FRANCISCO'S TRADE FOR 1893.

According to T. C. Friedlander, secretary of the San Francisco Produce Exchange at San Francisco, Cal., the total receipts of flour during the year 1893 aggregated 1,122,987½ barrels. The receipts of wheat amounted to 12,667,224 cents; of barley, 4,307,893 cents; of oats, 606,584 cents; of beans, 515,226 cents; of corn, 330,149 cents; of rye, 73,600 cents; of potatoes, 1,313,270 sacks; of hay, 127,653 tons; of hops, 10,229 bales; of flax, 11,497 sacks; of mustard, 59,648 sacks.

During the year 1893 the clearances of flour from San Francisco by sea aggregated 872,506 barrels, against 1,225,183 barrels in 1891 and 1,109,126 barrels in 1889. The clearances of wheat amounted to 10,880,219 cents, against 16,823,743 cents in 1891 and 12,257,046 cents in 1889.

The clearances of barley aggregated 2,817,151 cents, compared with 929,216 cents in 1891 and 830,331 cents in 1889. The clearances of oats amounted to 19,856 cents, compared with 12,392 cents in 1891 and 59,323 cents in 1889. The clearances of corn amounted to 95,867 cents, against 123,998 cents in 1891 and 26,486 cents in 1889. The clearances of rye amounted to 33,739 cents, compared with 93,615 cents in 1891.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

HAY AT CHICAGO.—M. M. Freeman & Co. report the receipts of hay at Chicago, Ill., on February 10 at 940 tons, with shipments of 187 tons. **TIMOTHY.**—Receipts liberal, market quiet and easy. No. 1 9.50@10.50; No. 2 8.50@9.00; mixed 7.50@8.50. **PRairie.**—Offerings are fully up to requirements, and market is slow. Choice Iowa Upland 7.00@7.50; good Iowa Upland 6.25@6.75; good feeding hay 5.50@6.00. **Straw.**—Arrivals increasing, market active, but a little lower. Rye 7.50@8.00; wheat and oat 5.50@6.00. The outlook does not promise any material changes in market, unless bad weather and roads should prevail, in which event it would improve.

BARLEY AT CHICAGO.—H. Mueller & Co. report the following as the condition of the barley market on February 13: Compared with other grain barley is now bringing about the best prices, especially medium to common grades, which sold higher during the past month than at any time during the season. The higher grades are easy and a little cheaper since our last report, choice samples bringing 50¢@53¢, against 52¢@55¢ a month ago. Low grades, however, advanced under very light offerings, and an active demand. We quote common at 42¢@44¢; medium at 45¢@47¢; good malting grades at 47¢@50¢. We look for a steady market at present prices for some time to come.

HAY AT LOUISVILLE.—Callahan & Sons report the following as the condition of the hay market at Louisville, Ky., for the week ending Feb. 10, 1894: There has been but little interest manifested in the hay market during the current week. Arrivals have been lighter than for several weeks past, but the demand is also light. There is an inquiry all the while for choice grades. No changes to note in prices.

The general protest of hay shippers and dealers against the change in classification of hay from 6th to 5th class has been productive of good results, restoring the classification to the old basis, and the minimum of 20,000 will be appreciated in many quarters. Market as follows: No. 1 11.00@12.00; No. 2 10.00@11.00; mixed hay 9.00@10.00; clover hay 8.00@9.00; wheat straw 4.00@4.50.

BRAN AT HAMBURG.—The following is the condition of the bran market at Hamburg, Germany, as reported by Muhle & Herz, bearing date of January 24. At present our market is only firm for rough wheat and bran, and so far as we can judge now will continue to be so for one or two months. Millers should not lose this opportunity to dispose of larger quantities of this article to this market. In order not to lose the present prices consignments should be sent or large samples with firm offers. There is at present a good outlook for a profitable sale of this article. The quotations are: Good sound bran in stock here 4.20 M. (A mark is equivalent to 23.8 cents in U. S. money) per 50 kilos including bags. (A kilo is equivalent to 2.21 pounds). Best bran is quotable at 4.40 M@4.85 per 50 kilos. The quotations for February, March and April delivery are 4.50, 4.90 and 5.10 M per 50 kilos respectively.

CINCINNATI MARKETS.—Collins & Co. report the following as the condition of the market at Cincinnati, O., for the two weeks ending February 13: Our market here has been receiving very little grain for the past two weeks, and the demand has enlarged with an improvement in prices for most all kinds and with an enlargement of the shipping demand from Southern and Southeastern points we are looking for quite a brisk trade for the near future. Notwithstanding the big declines in other markets for wheat, this market has not suffered in sympathy, as the demand was larger than the offerings, which held prices firm, and No. 2 red is wanted, and what little offered is selling readily at 57¢@57½¢; No. 3 red at 55½¢@56¢, and the tendency is toward a still further improvement. Corn shows more activity, and the few arrivals are selling quickly, with No. 2 white at 37½¢@38¢; No. 2 mixed at 37¢@37½¢; No. 2 yellow at 38¢, and some fancy stock brought 39¢; No. 3 mixed at 36¢; No. 3 white at 35½¢. Oats are steady, with the receipts hardly equal to the requirements, and the offerings are readily taken. No. 2 white are wanted for seedling purposes, and choice stock will bring 34¢; No. 2 at 33½¢; No. 3 at 32½¢, and No. 2 mixed at 31½¢, and the tendency is toward better prices. Ear corn is not wanted except for selected stock for feeding purposes, and such will sell readily at 40¢@41¢ for yellow and 38¢@40¢ for mixed, and white of good quality at 37¢@38¢. Hay is in good demand for the top grades, and such will meet ready sale. Choice timothy at 12.50; No. 1 at 11.50@12.00, and the grades lower are a little easy; No. 2 at 10.00@10.50, and mixed at 8.00@8.50. Clover is slow with the best stock at 8.00; inferior is not wanted. We look soon for considerable more activity in the trade than what has characterized it since the opening of the New Year.

GRAIN REPORT OF L. NORMAN & CO., LIMITED, London, Eng., January 22.—Our markets have exhibited a quiet tendency during the past week notwithstanding the continued demand from France for off-coast cargoes. Fourteen cargoes have been disposed of to that country at better prices than obtainable here. With regard to the U. K. the quantity afloat has slightly decreased. We have drawn further upon our stocks, which now stand at 3,085,000 quarters, against 3,500,000 quarters for the same period last year. This should have afforded some stimulus to the low values ruling, but that buyers already discount the anticipated heavy shipments in the early spring from the Argentine. The reports from India further promise that there will be increased quantities available for export. **WHEAT.**—Values for Russian have improved somewhat, owing to higher freights and advancing exchange, but buyers are loth to follow. American and Canadians remain neglected, very few shippers being inclined to sell at our prices. **HARD MANITOBA.**—Continue quiet, but with few sellers in the market, and business is confined to parcels on passage, 25-10 being obtained for a parcel during the week, but 26-7½ has been accepted to-day. **HARD DELT.**—Quiet, with few sellers. We have to record the first sale of a steamer cargo for a considerable time past at 28-3 e. i. f. direct port. On passage we quote 27-3 as nearest value in absence of business. **BARLEY.**—Owing to poor trade in malt, demand for English barley is not active. For Russians the demand has somewhat abated, the enhanced values putting a stop to business. **OATS.**—Continue firm, but not active. The demand is principally for France, where Irish and Swedish have been placed in considerable quantities.

American and Canadians are quite out of the market. **PEAS.**—In London, notwithstanding the scarcity of offers, market shows no signs of animation. For prompt or February shipment sellers ask 25-3 against buyers at a possible 25. Liverpool and Glasgow markets a shade dearer. **HAY.**—Shipments continue liberal, and owing to the abnormally mild weather the demand for fodder is affected. Trade remains very slow. For February, March shipment Canadian is offering at 25 2.5 c. i. f., but no buyers over 25. To Bristol sellers ask 25 2.6 c. i. f., and to Liverpool 24 15 c. i. f., but buyers at 2-6 under these respective quotations.

VALUABLE BOOKS FOR GRAIN DEALERS.

The following standard works will be sent, postage paid, on receipt of prices given:

ROBINSON'S TELEGRAPH CIPHER.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather.....\$2.00

WEIGH BOOKS.—Containing 125 perforated leaves with four weigh tickets and four stubs to each leaf, well printed upon good paper. The books are well bound. Copies will be mailed to any address for \$1.00

CLARK'S VEST-POCKET GRAIN TABLES.—A very useful and handy little book for grain buyers; to be used in reducing to bushels any quantity of grain or seeds up to 100,000 pounds. Size 2½ by 8½ inches, 16 pages. Leatherette.....75c

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POUNDS TO BUSHELS.—These tables which show the number of bushels in any quantity from 20,000 to 70,000 pounds were compiled for the Chicago Grain Inspection Department. They are well printed on good paper and conveniently arranged for quickly finding the number of bushels in a carload. Each book contains ten leaves and each leaf is indexed at margin and printed on one side only. Each book is neatly bound in cloth. They will save clerks much labor and prevent errors in reduction. Price for "OATS," \$1.00; "BARLEY," \$1.00; "CORN AND RYE," \$1.00. The set.....\$2.50

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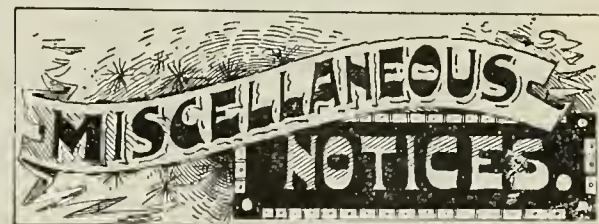
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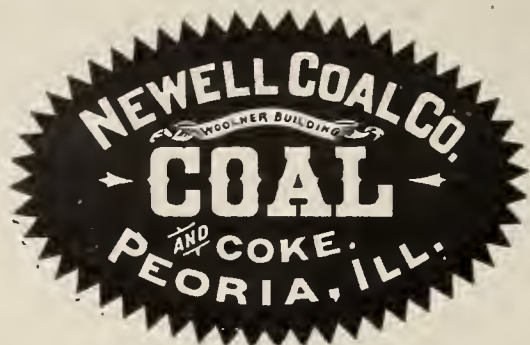
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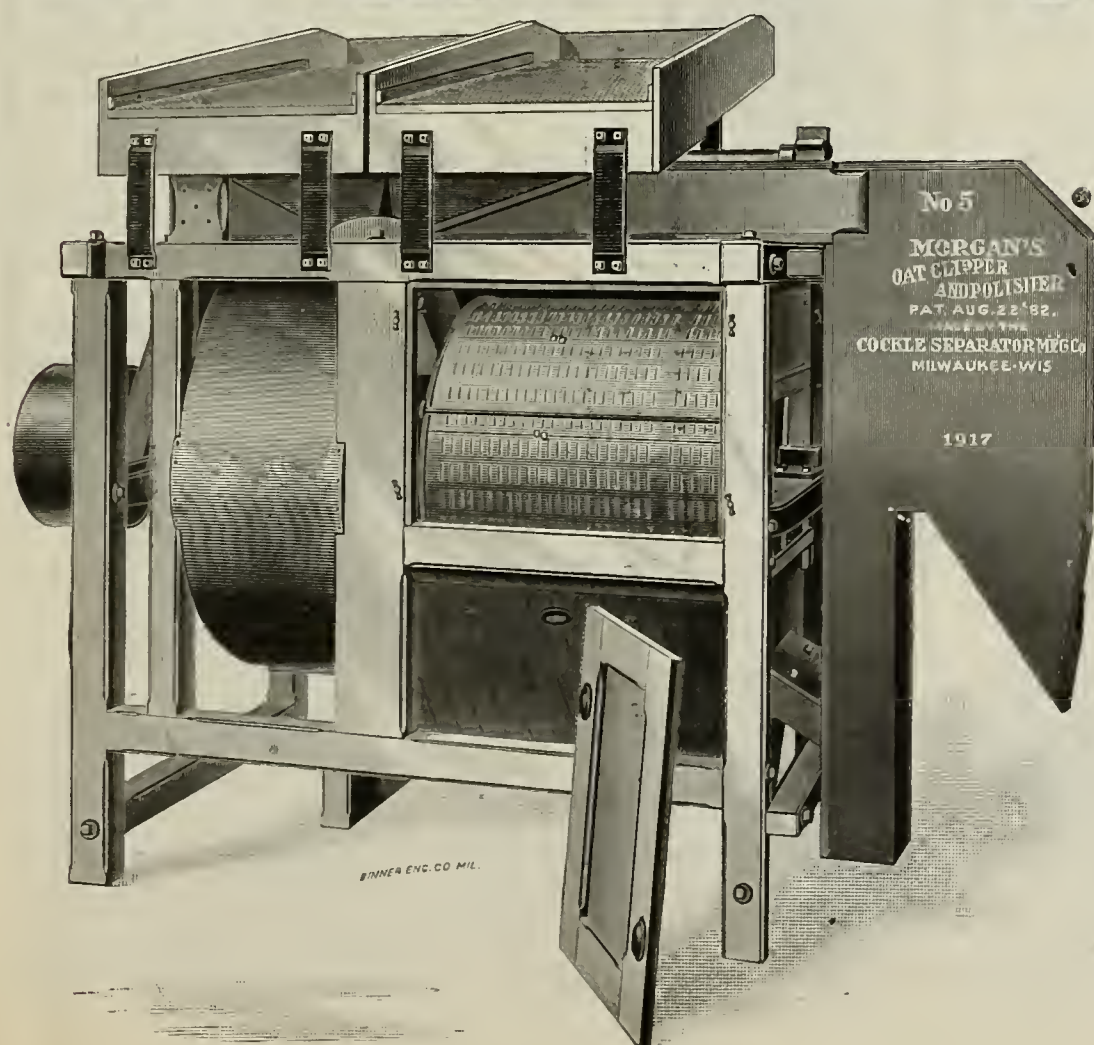
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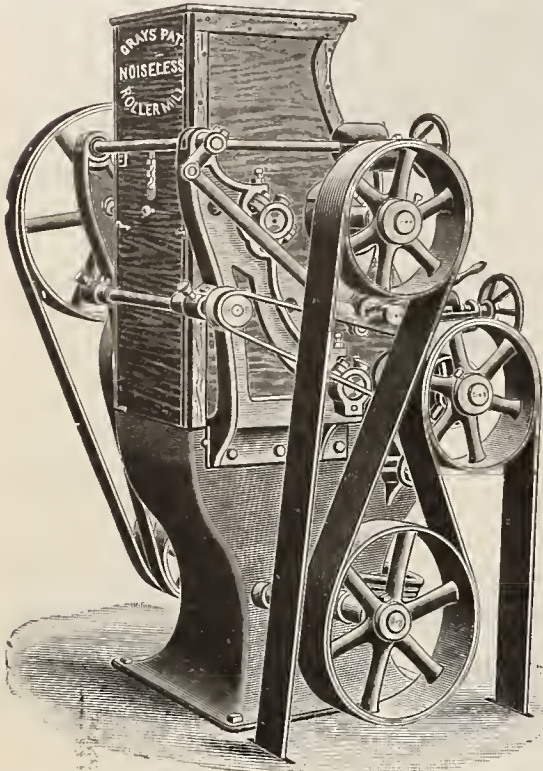
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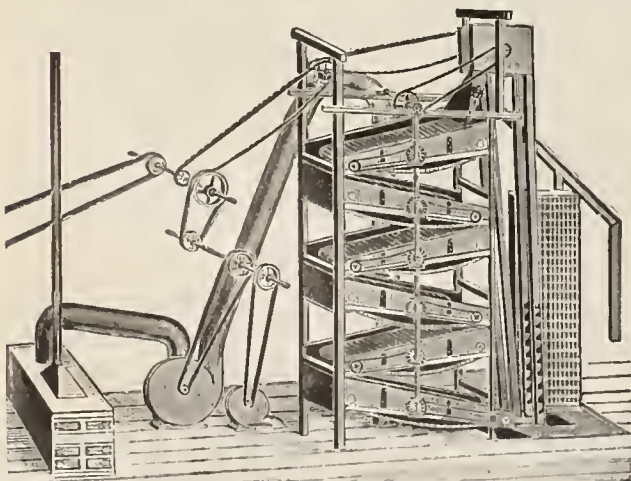
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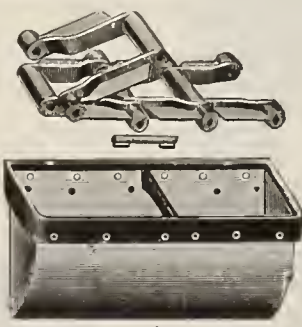
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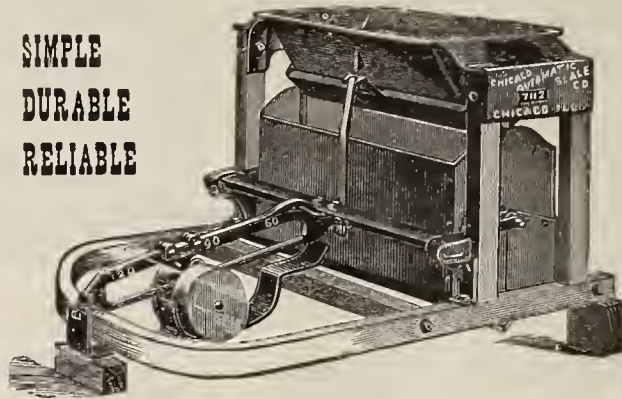


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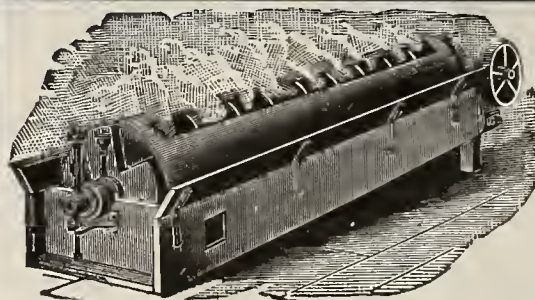
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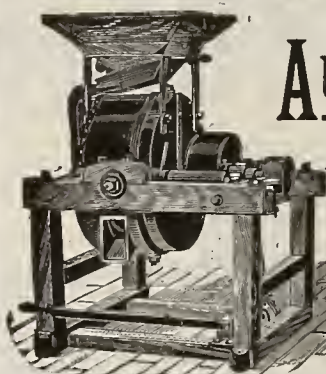


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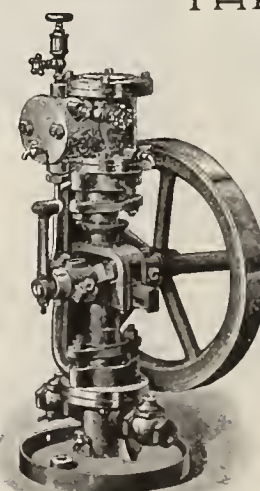
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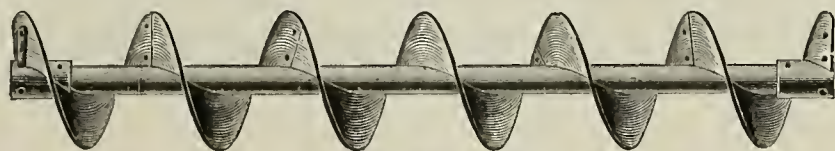
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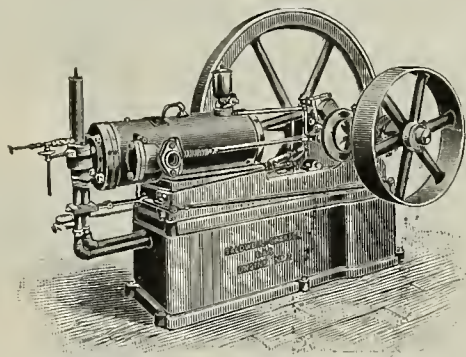
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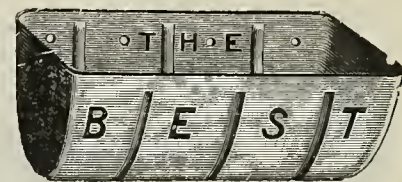
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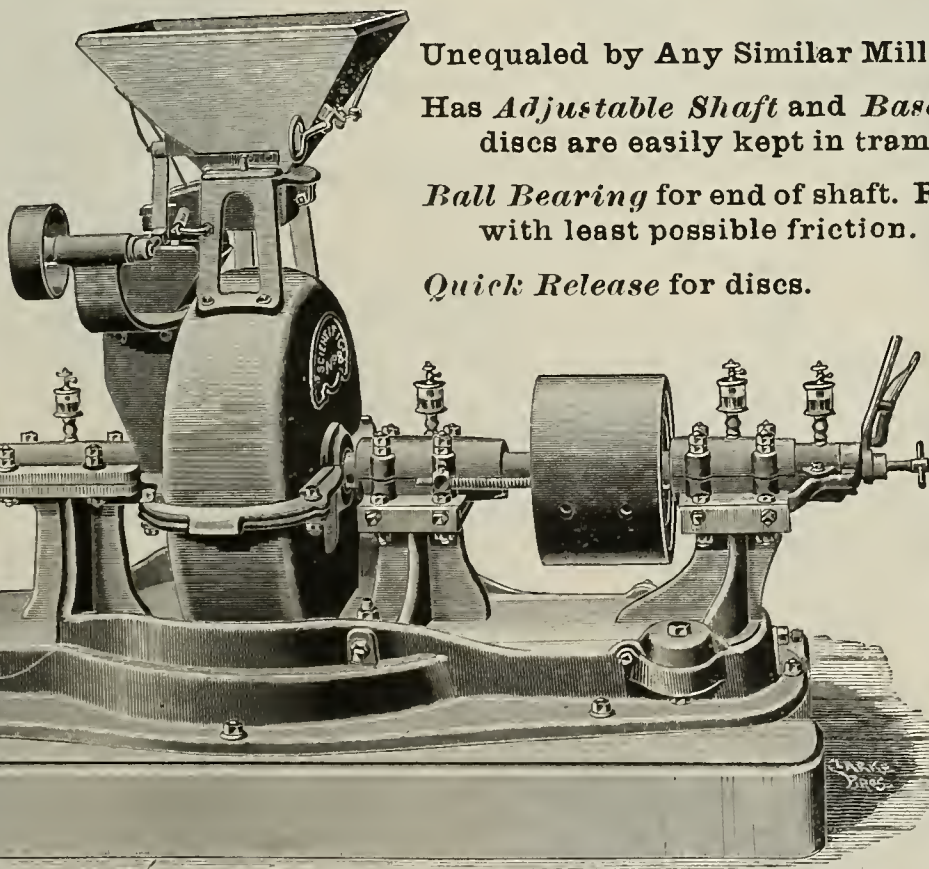
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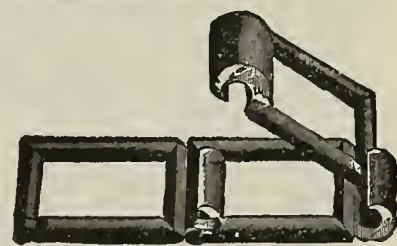
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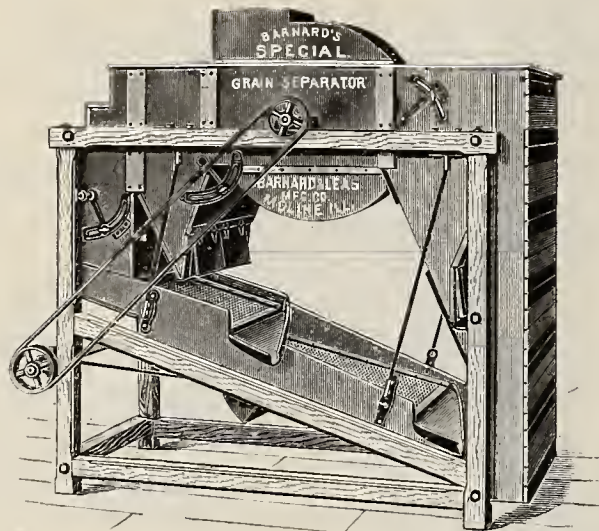
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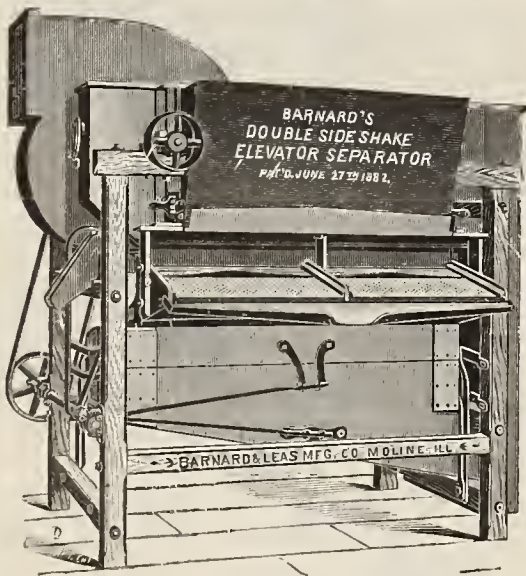
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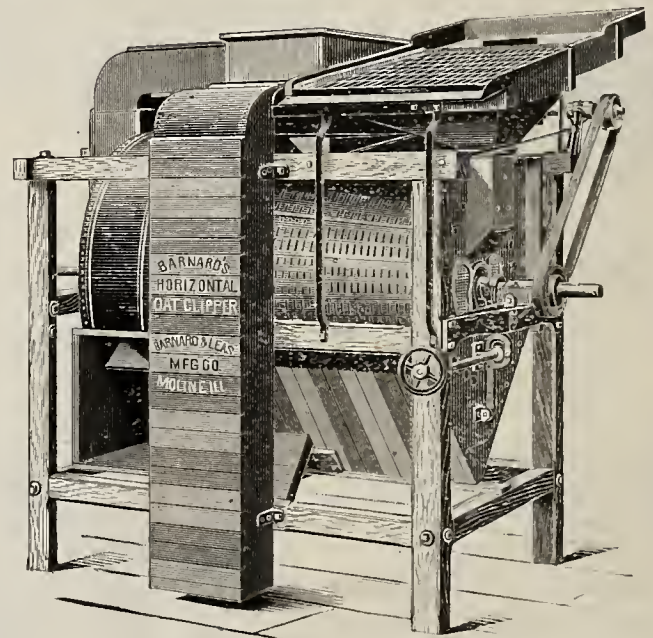


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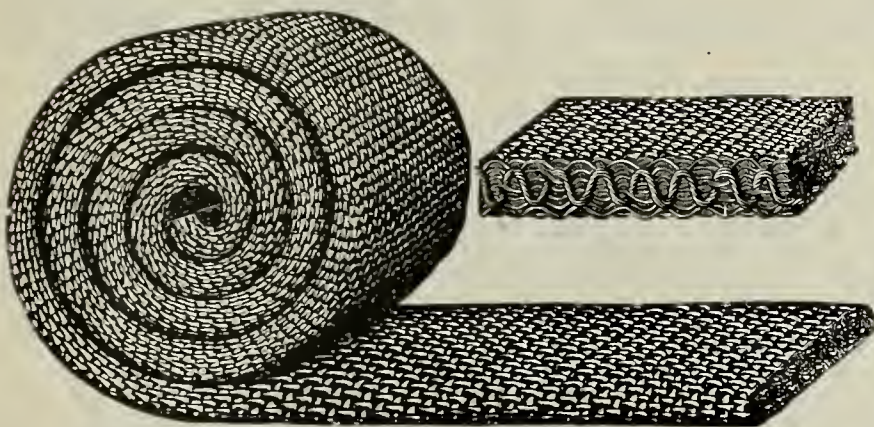
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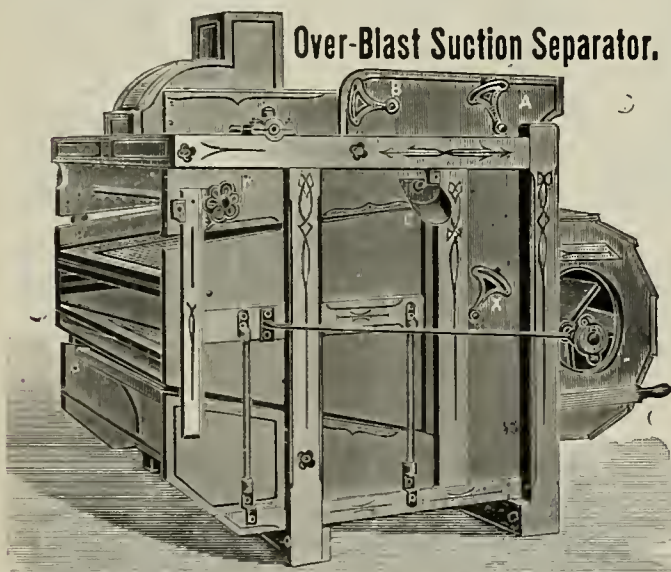
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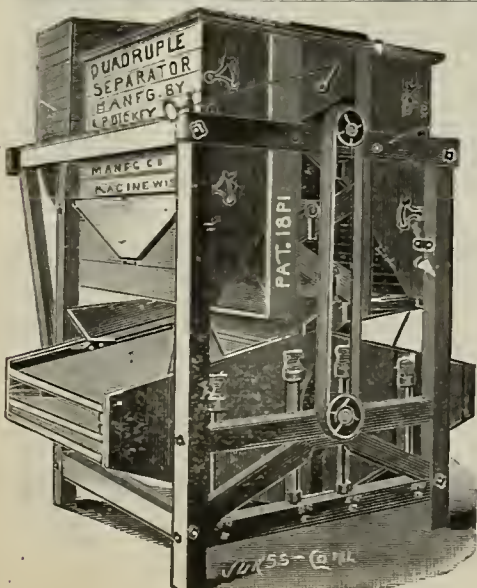


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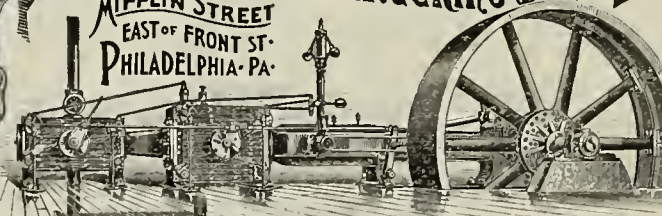
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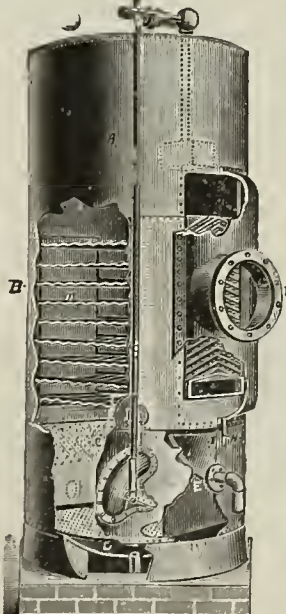
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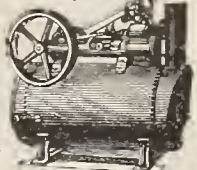
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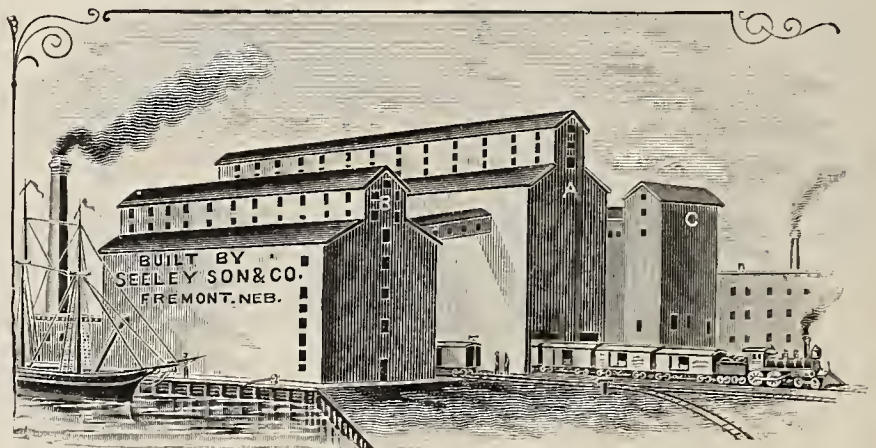
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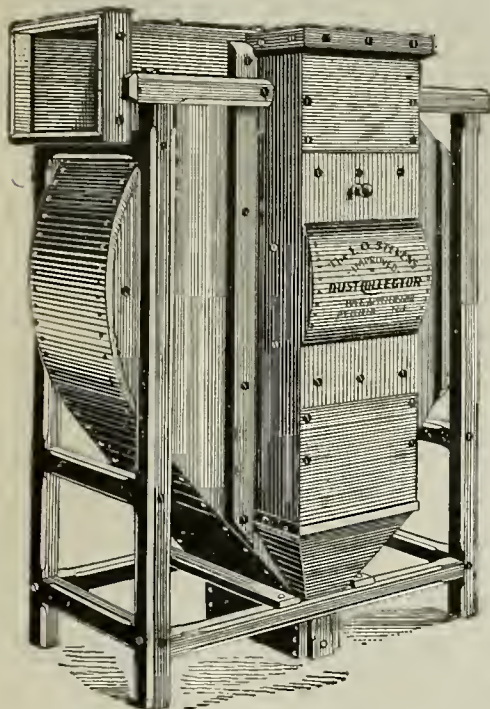
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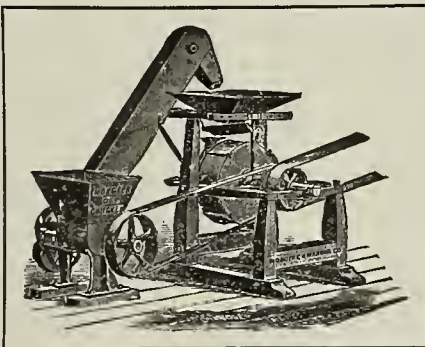
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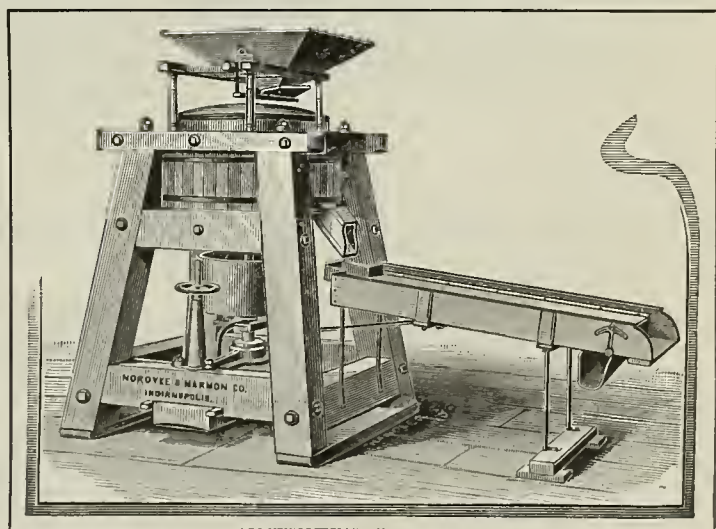
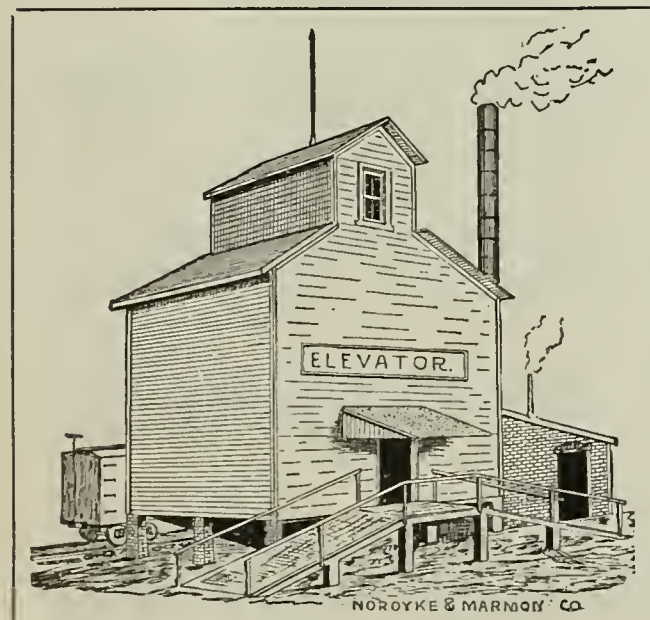
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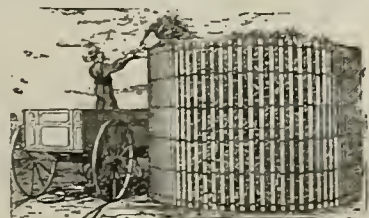
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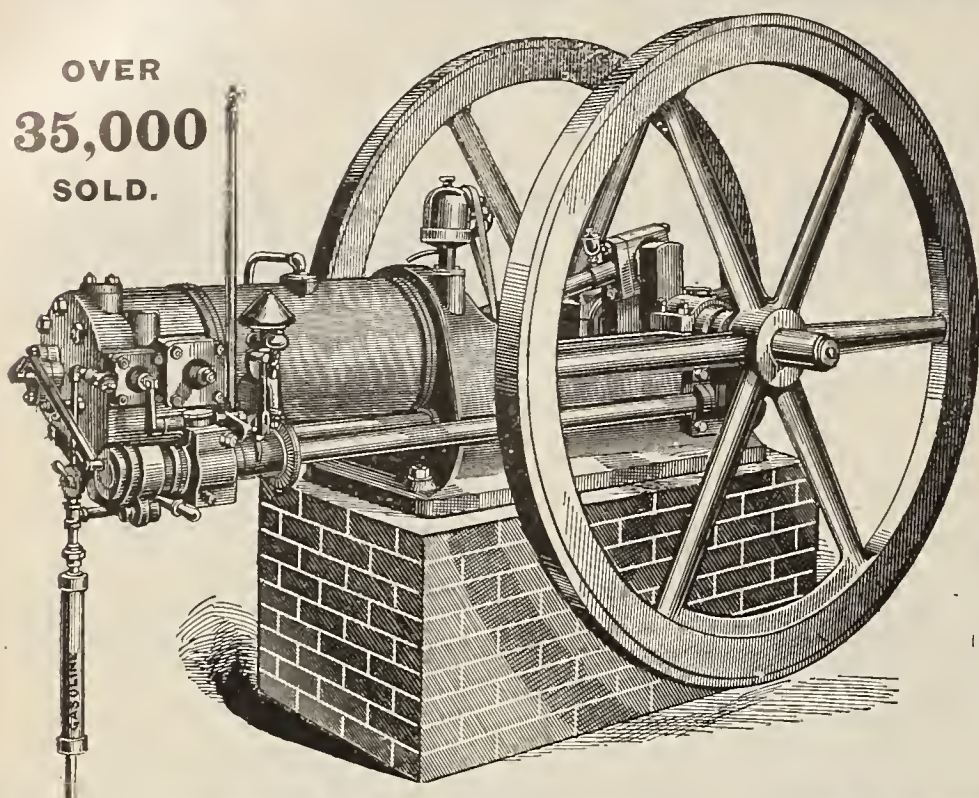
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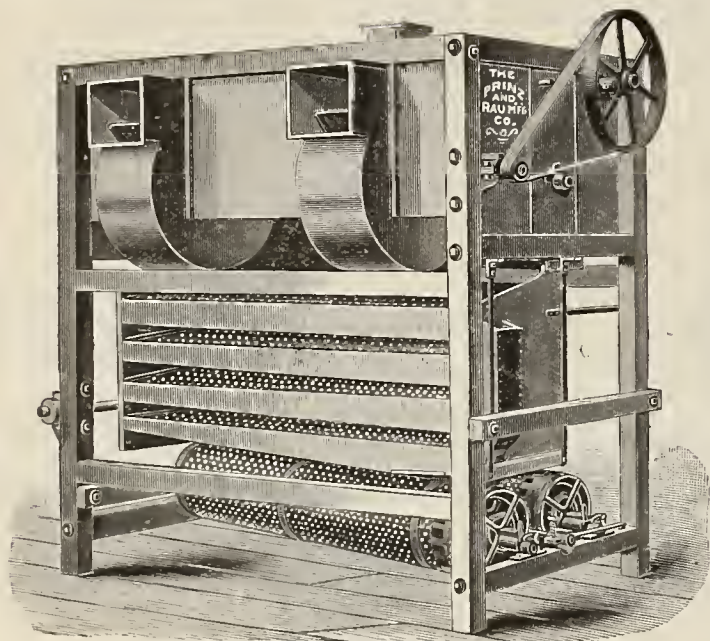
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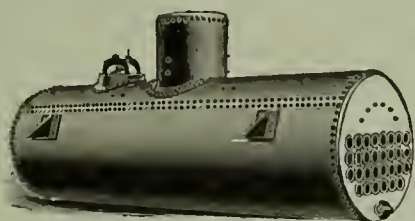
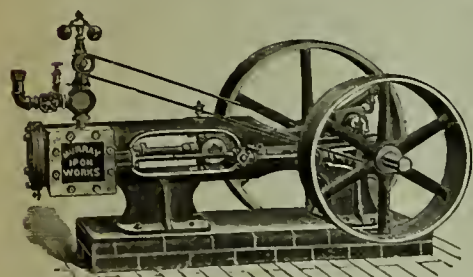
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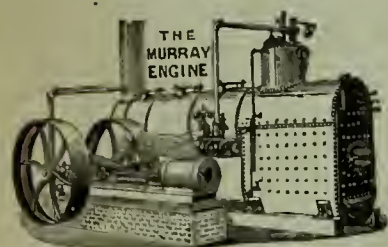
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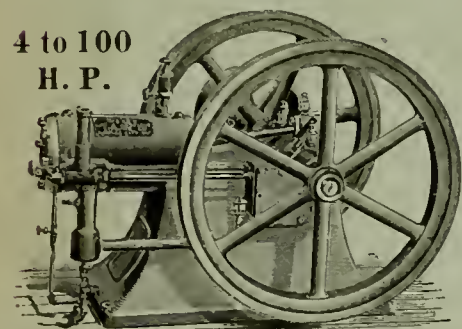
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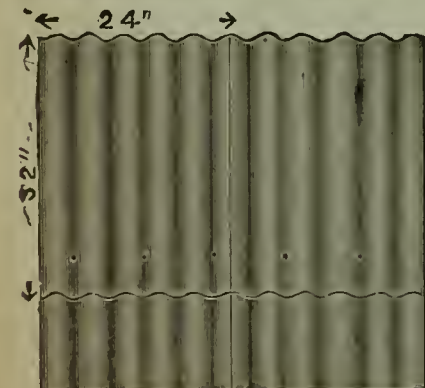
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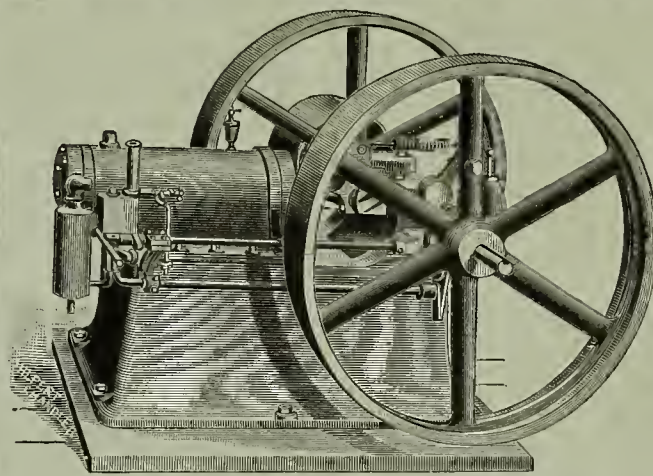
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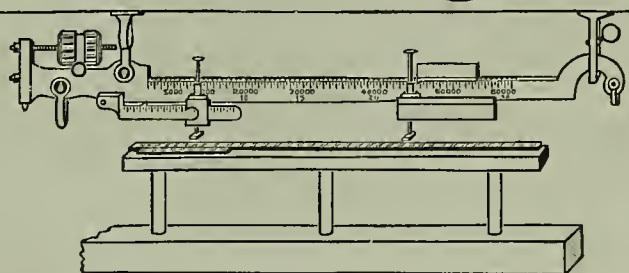
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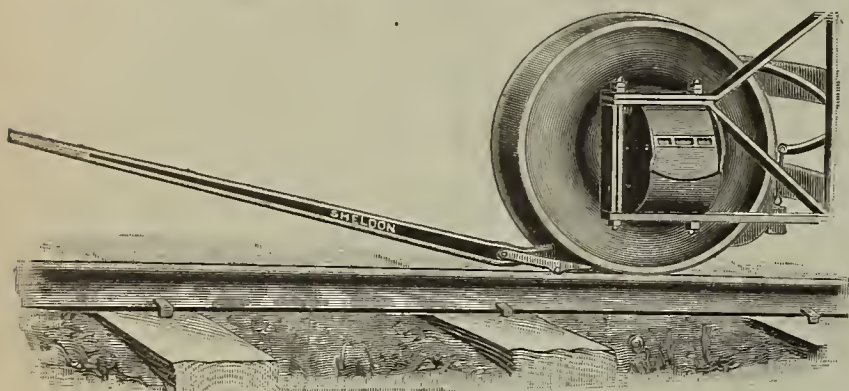
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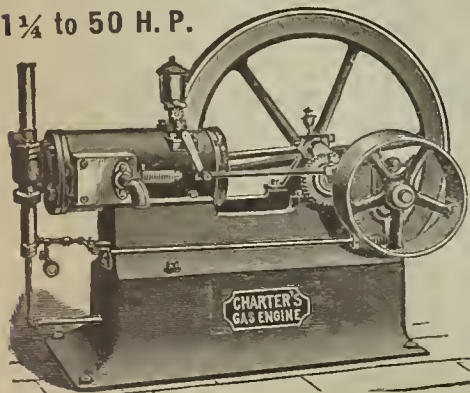
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